

REMOVAL NOTICE.

Andersen, Meyer & Co., Ltd., beg to announce the removal on September 1st, 1922, of their offices from No. 2, Queen's Road Central, to No. 67, 69, Des Voeux Road.

(SITE OF THE OLD VICTORIA THEATRE.)

The Hongkong Telegraph.

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— PER ANNUM

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KEMALISTS CLAIMING RETURN OF THRACE?

Venice Conference Postponed, But May Be Expanded.

LITTLE ENTENTE MAY AID GREECE.

London, September 13. English papers emphasise the danger of complications in the Balkans if the Kemalists press extreme claims. It is now practically certain that the Venice conference will be shelved, and no conference is likely till hostilities in Asia Minor have ceased and a full conference is held, probably in a few weeks' time, at which terms of peace for Turkey will be settled by all the Allies, including Jugoslavia, Rumania, and even Armenia, which is included in the Treaty of Sevres.

Telegrams to-day from Athens assert that Jugo-Slavia is mobilising. She and Rumania have expressed the intention of aiding Greece in the event of a Balkan conflict, which does not exclude dangerous possibilities in the near future.

Danger from Irregulars.

It is pointed out that Thrace may easily become the storm-centre, owing to the existence in Bulgaria of bands of Irregulars consisting of Bulgarians and Turks who preferred leaving their homes to accepting Greek citizenship under the treaties of Neuilly and Sevres. Their numbers were greatly increased last year. Any incident, such as their capture of a town in Thrace, might precipitate a conflagration; hence the forthcoming peace conference will have to deal with the most serious situation in Europe since the war.

Reuter's correspondent at Athens to-day reports encounters between Bulgarian komitadjis and Greek detachments at Nevrokop, resulting in the repulse of the komitadjis.

"Legitimate Turkish Aspirations"

London, September 13. The phrase "legitimate Turkish aspirations" was explained by the French Charge d'Affaires in a visit he paid to the Foreign Office as meaning that fresh Turkish successes must be taken into account in peace-making. This is interpreted by the English Press as meaning that France favours the return of Thrace to Turkey.

Excitement Among Indian Moslems.

Simla, September 13. That French Press comments have excited a deep feeling among Moslems in India is regarded as revealing a pro-Greek tendency in British policy. A meeting of Moslem members of the Legislature telegraphed to Mr. Lloyd George impressing the vital need of the British Government observing strict neutrality in the Turco-Greek conflict, and appealing for the restoration of Anglo-Turkish friendship, thus reuniting the British Empire and the Moslem world. The meeting also telegraphed the Viceroy emphasising the desirability of the restoration of peace on terms generally favourable to Turkish ambitions.

ST. LEGER RESULT.

Royal Lancer Wins the Long-Distance Classic.

London, September 13. The St. Leger resulted:—Royal Lancer (33-1), 1; Silurian (100-9), 2; Caylesone (25-1), 3. Twenty-four ran. Won by two lengths, another two separating second and third. The winner was ridden by R. Jones; Silurian by Gardner; and Caylesone by Frank Bullock.

An Easy Win.

Fred Power was ridden by O'Neill and Sanhedrim by Donoghue. Tanglewood (Elliott) was an additional starter. Dunk's Green did not start, otherwise the runners were identical with the probabilities.

Ramus lost twenty lengths at the start. On settling down Bucks Hussar led from Werwolf, Caylesone, and Corcyrian. About half-way Caylesone went to the front from Bucks Hussar, Werwolf, Sanhedrim, Royal Lancer, and Silurian. When fairly in the straight Sanhedrim led by a few strides, but close home Royal Lancer challenged and won easily. Gaurisankar was fourth. Time: 3m. 14.15 sec.

INDIAN WORKMEN.

Compensation Bill Introduced.

Simla, September 13. A political innovation for India was announced at the Assembly, when Mr. James, official member, introduced the Workmen's Compensation Bill. He stated that the measure was cordially approved by the Provincial Governments, Chambers of Commerce and Employees' Associations, but the Burma Government opposed it. The Bombay Government agreed to it in principle, but differed respecting the methods. The Bill is very simple in character and will be circulated for further criticism. There is no intention of rushing it through the Assembly. The Bill was referred to a joint Select Committee of both Houses.

THE DISARMAMENT PROPOSALS.

Protracted Anglo-French Debate.

Geneva, September 13. A protracted Anglo-French debate on the disarmament proposals of the Third Commission of the League of Nations ended in the adoption of a resolution asking the Disarmament Commission to continue its investigations and requesting the Council of the League meantime to submit the Commission's scheme to the Powers with a view to finding under what conditions they are ready to sign the suggested mutual guarantee pact on which the disarmament proposals depend.

FRENCH INDUSTRIAL LEADER AND THE SOVIET.

Founder of Lyons Fair Invited to Russia.

Lyons, September 13. M. Herriot, the well-known business organiser and founder of the Lyons Fair, has departed for Russia. When it was announced a month ago that M. Herriot was going to Russia at the invitation of Soviet leaders, the French Government denied that he had been entrusted with a Government mission.

CHINA'S PREMIERSHIP.

No Reply from Tang Shao-yi.

A PARLIAMENTARY DEBATE.

Peking, September 13.—There were 341 members present at the House of Representatives this afternoon when the nomination of Tang Shao-yi as Premier came before the House.

The Chief Secretary of the Presidency had scarcely concluded recounting Tang Shao-yi's record on behalf of the nominator, President Li Yuan-lung, when a member asked whether the Government had received a personal reply from Tang Shao-yi regarding the latter's acceptance. Receiving a negative reply, he contended that the Bill should be sent back to the Government, as the House could not vote unless it were known authoritatively that Tang Shao-yi would accept. Various speakers supported, while others stoutly demanded a vote on the Bill.

The House soon divided into two parties and thereupon Wu Ching-lien, the Chairman, proposed a vote on the question whether the Bill itself should be voted on. This was adopted, resulting in 207 being in favour of sending back the Bill.—*Reuter.*

CHINA'S FINANCES.

A Short-Term Loan.

AVERTING A FINANCIAL CRASH.

Peking, Sept. 13.—Arrangements are being made, with every prospect of success, for a short-term loan of approximately \$10,000,000 (Mexican) to the Chinese Government from Chinese banks, to be secured by the unencumbered portion of the Russian Boxer Indemnity, which is classed as a gilt-edged security. The price of issue will be 96, but the interest is not fixed. The loan will mature on January 1st, 1926. Its object is the tidying over of the Mid-Autumn Festival, for which \$3,000,000 is required. The bankers have already agreed to the principle of the loan, which will largely remove the danger of a financial crash.—*Reuter.*

LIKIN TAXES.

Request for Abolition.

Peking, Sept. 13.—It is officially stated that the Tariff Revision Conference at Shanghai has decided to request the Chinese Government to issue a Mandate announcing the abolition of likin from January 1st, 1924.—*Reuter.*

A Denial.

Shanghai, Sept. 14.—The Tariff Revision Commission denies the Peking report regarding likin.—*Reuter.*

RUSSIA & JAPAN.

Conference Postponed.

Changchun, September 11.—To-day's meeting was postponed, pending instructions from Tokyo regarding disagreement on the nature and scope of the Conference.—*Reuter.*

IRISH PEACE REQUISITE.

Arms Must Be Surrendered.

London, September 13. It is reported in Dublin that Mr. de Valera has conferred with the Commander-in-Chief, Mr. Mulcahy who told him that there would be no peace until all arms had been surrendered.

THE "HAMMONIA" DISASTER.

Survivors' Theory of Defective Portholes.

Vigo, September 13. The survivors of the Hammonia attribute the disaster to water rushing in through defective coaling portholes which were near the waterline, owing to deep loading.

U.S. CONGRESSIONAL ELECTIONS.

Senator Lodge Returned.

Boston, September 13. Senator Lodge (Republican) has been re-elected by an overwhelming majority.

(Other Telegrams on Page 2.)

RAILWAY SERVICE.

Shatin Residents' Complaints.

Chinese monthly ticket-holders on the Kowloon Canton Railway, residing in the Shatin district, are complaining of the inadequacy of the second-class accommodation on the trains. They allege that they are often unable to find room, and state that the railway authorities should not issue monthly tickets in excess of the accommodation available.

A joint complaint has been addressed to the Manager of the Railway stating that when they boarded the early morning train on Wednesday the second-class section was crowded and they were compelled to go into the first-class compartments. Then, just after the train left Shatin, it is alleged, a Chinese traffic inspector came round and ordered them all out, despite the fact that they were prepared to pay extra. As a result, they were compelled to stand on the steps and cling to whatever they could, at considerable risk of danger. The petitioners allege that the first-class seats were purposely reserved for Portuguese boarding the train at Ho Mun Tin, despite the fact that most of them have only second-class tickets. They request uniformity of treatment and appeal to the railway authorities to arrange matters in such a way that their grievances may be removed.

CANTON NEWS.

Good Financial Outlook

Our Canton correspondent states that in regard to the currency question and the general financial position of the province, General Chan King-ming, during the course of a conversation, stated that owing to the increase of ten million dollars in the salt revenue this year, the total revenue of the province will be about sixty millions, as against forty-eight millions last year. Moreover, expenditure will be greatly reduced, owing to the disappearance of the Northern Expeditionary Army and other forces. Therefore the situation may be viewed with optimism.

The vernacular papers having published unfounded news reflecting on himself and officers of the squadron, Admiral Wan Shu-tai has sent a representative with an autograph letter to Wu Fee, chief of the Municipality, to demand an explanation from the newspapers. Dr. Son Yat-sen's expeditionary force, which was recently dispersed, has fled to Tingchow, in Fukien, where it remains. The defenses of the Kwangtung border at this point have been strengthened.

BEST OF H. M. HYNDMAN.

A bust by Mr. Edward Lacey of the late H. M. Hyndman, the social democratic leader, has been placed in the National Portrait Gallery.

EUROPEAN MURDERED.

Indian Guard Shoots Chief Officer.

SENSATION ON "FATSHAN."

ASSAILANT JUMPS OVERBOARD.

A dastardly murder occurred aboard the Hongkong, Canton and Macao Steamboat Company's vessel Fatshan at about half-past seven last night, during the voyage from Canton to Hongkong. The victim was Mr. Thomas Spafford, the chief officer, and the alleged assailant an Indian guard employed on the ship.

From enquiries made this morning, it appears that the Indian guard was reported for gambling and insubordination on the previous trip and was fined \$2. This seems to be the only motive there can have been for committing the crime.

Indian Visits the Bridge.

At about half-past seven last night, when the ship was passing the Bocca Tigris Fort, Mr. Spafford was on the bridge; the master, Capt. R. Ritchie, was on deck chatting to some passengers; and the Indian guards were on deck engaged in carrying out their ordinary routine. Then the Indian went up on to the bridge. This was not at all an unusual procedure, the Captain informed a *Telegraph* reporter, as any guard wishing to go below for a few minutes had first to deposit his arms on the bridge. Nobody thought anything unusual was likely to occur, and the whole affair took everybody by surprise.

The Firing.

Going up to the chief officer, the guard suddenly pointed a weapon at him and fired. The Indian was armed with a carbine and a revolver, but as to whether only one weapon was used or both, the information picked up this morning is somewhat conflicting. According to one witness, it appears that the guard first of all used the carbine, but this weapon jammed and he then used the revolver. Then, again, the information is somewhat conflicting as to whether he fired three or four shots at his unfortunate victim. At any rate, Mr. Spafford was badly wounded in the head and body. He fell to the deck unconscious and expired almost immediately.

Captain Fired At.

The guard then turned his revolver on the Captain, firing one shot, which luckily, hit nobody. The Captain thereupon went to fetch the chief engineer's revolver, putting out all the lights, so that, should the Indian have designs on anyone else, he would have difficulty in seeing. When the Captain returned with a weapon, however, the guard was nowhere to be found.

Jumped Overboard.

Enquiries were made amongst the passengers, and the information was elicited from a Chinese that the Indian had jumped overboard. The vessel was stopped and a boat lowered. A search for the guard was made, but he could not be found and the vessel then proceeded on its way to Hongkong, which was reached at about twenty minutes to one this morning.

A reporter was informed that, when passing the Bocca Tigris Fort, the ship was in about the centre of the river, which is some two miles in width at this point. Before the watchman could land he would have to swim at least a mile, and fully clothed and wearing heavy boots, it would seem that his chances would be slight.

When the vessel arrived at Hongkong the body of the unfortunate chief officer was handed over to the authorities and the matter reported.

At Least Four Shots.

From the second officer, Mr. F. J. Green, the information was

that the incident occurred after the vessel was two hours out from Canton. Standing in his cabin and reading a letter, Mr. Green was disturbed by the barking of a dog and sounds that resembled a commotion issuing from the second-class passengers' part of the ship. Immediately boys rushed past the corridor, and there were shouts of "Shooting!" Mr. Green quickly rushed to the chief engineer's cabin, where the arms were kept, and, arming himself, made straight for the bridge, where the shooting had taken place. It appeared to him that one of the three Indian guards on duty had left his companions to go up to the bridge, carrying his arms with him, and that he shot Mr. Spafford whilst the latter was leaning against the railings just before being relieved by the third mate. At least four shots must have been fired, for when the injuries were examined it was found that one shot had carried away the right side of the jaw, another went through the back and emerged from the chest, another entered the thigh, and a fourth pierced the deceased's left hand. These shots, in the opinion of the second officer, must have been fired at close quarters.

Just before he dropped down unconscious, Mr. Spafford was heard to cry out: "I have been shot through the back."

Revolver Found.

The chief engineer had two guns out and was already on the bridge when Mr. Green got there. There was a report amongst the Chinese passengers that a man had jumped overboard, and it was not until the roll-call of the seven guards had been called that it was ascertained that the Indian in question was missing. The boat was stopped for ten minutes whilst a search was made of the area, but without success. Apparently the Indian went down with his rifle, for only the revolver was found. Two shots had been discharged from it. Two pieces of bullets and two empty cartridge cases were picked up from the deck. Another discovery was that of a dud round, and two others that misfired were also found after a search on the after-deck on the starboard side. The shooting of the chief officer occurred on the port side of the bridge.

After the shooting of Mr. Spafford, the guard turned his carbine on some of the passengers. As a matter of fact, it was related by the Captain that, on going to investigate, he saw the Indian direct his gun at him and three Chinese passengers, but the skipper ducked before the shot was fired. He could not run towards his cabin, as the guard was in the way, but he went round amidships and fetched a revolver. When he returned, however, the Indian had disappeared.

The shooting occurred at 7.25 and at 8.30 Mr. Spafford died from his injuries, never recovering consciousness. When the boat put alongside the wharf here, the police were notified, and the remains were removed to the Mortuary at about two o'clock this morning.

No Return Fire.

Asked what the guards did during the shooting, Mr. Green said it was probable they cleared off to a safe part of the ship. The accounts given by other persons on the ship corroborate more or less the story of the second officer. All were agreed on the point that one shot was fired and then two others followed in quick succession, the last being aimed at the Captain as he came up the companion way after getting his revolver. No shots were apparently returned by the ship's officers.

The late Mr. Spafford, though of advanced years, was a man of boundless energy. Born at Kingston-on-Hull in 1849, he came out to this Colony 40 years ago. He was at one time employed at the Naval Dock, and was a motorman with the Peak Tramway when the Company employed Europeans in that capacity. For the last seven years he had been in the service of the Hongkong, Canton, and Macao Steamboat Company, and was well liked by his associates who knew that behind a somewhat gruff exterior lay a genial

As a sign of respect for the deceased, the flag at the wharf and at the stern of the *Fatshan* are



Senator Lodge.

who has been re-elected to U. S. Congress by a huge majority.

MACAO AFFAIRS.

Shops Again Reopening.

News from our Macao correspondent indicates that, despite the recent explosions which caused some shops to close for one or two days, most of the business houses have now resumed. Many threatening letters continue to be received from the strikers, but tradesmen now ignore these, being apparently quite accustomed thereto.

News in To-day's New Advertisements.

The motor launch "Enrica" and the motor boat "Keikung" are for sale.—Page 4.
Those interested in the International Correspondence School are referred to the notice on page 4.
The Blue Funnel s.s. Tydens has arrived. Consignees will find the usual notice on page 4.
The Coronet attraction is "Heart of the Hills," whilst "Women Men Forget" is being screened at the Kowloon Theatre.—Page 12.

LISTEN!

The success of any business is based, in large measure, on its aggressive publicity policy.

The Douglas Steamship Company's annual meeting is being held on October 4th.—Page 4.
The resumption of the 8.35 a.m. train on Sundays and Public Holidays is advertised on page 4.
Whiteaway's new autumn goods for men have arrived, as also have new consignments of "Saxone" footwear.—Page 3.
The V.R.C. is holding another night fete on the 21st, instant.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 6. 13/16d.

The Weather.

2 p.m. Barometer:—29.70. Temperature:—78. Humidity:—65.

Lighting Up-Time.

Lighting-up time to-day, 6.28 p.m.

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CHINESE AFFAIRS.

Last Year's Work of the S. C. A.

Consisting of fifty odd pages the printed report of the Secretary for Chinese Affairs for the year 1921 contains much statistical information. From it we call the following:

The revenue derived from all sources during the year was \$18,291; more than that for 1920 by \$283.

The total expenditure was \$18,700 as compared with \$17,716 in 1920 and fell short of the estimate by \$1,100.

Protection of Women and Girls.

The number of persons detained under warrant and sent direct to the Po Leung Kuk during the year was 24, as compared with 35 in 1920. The number of women whose detention was found unnecessary and who were allowed to leave after investigation was 27 or 62% as compared with 30 or 65% in 1920; 10 were sent to their native places; 3 were sent to charitable institutions in China; while 1 case was still under consideration on December 31st.

The number of persons reported by Hongkong residents to the Po Leung Kuk as missing during the year was 60, of whom 20 were found, as compared with 50 and 30 in 1920. The total number of persons reported as missing, including reports from China and Malaya, was 100, of whom 24 were found, as compared with 100 in 1920.

The number of female and minor passengers examined and allowed to proceed abroad was 2,000 compared with 2,000 in 1920.

The number of the passengers of the Hongkong and Shanghai S.S. Co. who were found to be in possession of opium was 10, as compared with 10 in 1920.

The number of persons reported as missing during the year was 60, of whom 20 were found, as compared with 50 and 30 in 1920.

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EARLIER TELEGRAMS.

NEAR EAST CRISIS PASSED.

London, Sept. 13.
France has officially signified her agreement with Britain on the subject of the freedom of the Straits and has expressed her readiness to discuss any settlement, providing that legitimate Turkish aspirations are safeguarded.

London, Sept. 12.
Delayed accounts of the entry of the Turks into Smyrna show that there followed considerable disorder during the first thirty-six hours. Bazaars were systematically looted and practically every shop in the Armenian quarter, except foreign-owned, were emptied. Order has since been restored and arrangements are being made to repatriate refugees. The Allied naval detachments have re-embarked. It appears that notwithstanding the breaking up of the Greek resistance in face of the Turkish advance, the former's evacuation of Smyrna was well organised, base depots being thoroughly cleared. The Greek failure is apparently largely due to a general strike by the rank and file, intensified by the officers' lack of confidence in General Hadjianastis.

RUBBER RESTRICTION.

London, Sept. 13.
Sir James Stevenson presided at a meeting of the Rubber Committee at the Colonial Office to consider a resolution of the Rubber Growers' Association, which favours the restriction scheme, provided a temporary assistance of the interests operating the Dutch East Indies and elsewhere are adequately obtainable. The resolution urges that if an export duty scheme is adopted the maximum duty on the lowest percentage of standard production should be fixed at the lowest possible rate in order to avoid further heavy taxation on producers. It proposed that producers be consulted in the settlement of the administration scheme of the Rubber Shareholders' Association, approved the Association's recommendations and urges prompt action.

Sir James Stevenson interviewed after the meeting declined to say anything until he had consulted Mr. Churchill, who was keenly interested in the solution of the problem. Sir James Stevenson pointed out that the Colonial Office had to consider the effect of restriction upon the development of the rubber producing colonies as well as immediate prospective relief to rubber interests.

POSTAL STRIKE IN IRELAND.

NEW ADVERTISEMENTS.

WANTED.

WHAT new house? Don't let it be spoiled by dirty boys: use a "NIFISK" Electric Vacuum Cleaner from the first. For demonstration Tel. Central 4306, P.O. Box No. 484.

WANTED.—1st November, four or five Rooms furnished house, Kowloon or lower levels preferred. Apply P.O. Box No. 61.

TO BE LET.

TO LET.—FANLING, A New Bungalow situated on Wo Hop Sek.—Apply to Tsang Foo & Co.

FOR SALE.

FOR SALE.—Pure Bred Japanese Pups, Black & White, 6 weeks old.—Apply in writing to Box No. 782 c/o Hongkong Telegraph.

FOR SALE.—Steam Launch 1st Class Condition. For full particulars apply Box No. 778 c/o Hongkong Telegraph.

I. C. S.

In view of the termination of the I. C. S. Agency, all persons having any business whatsoever in connection with the I. C. S. are requested to write direct to the Shanghai Agency and not to this office.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Ordinary General Meeting of the above Company will be held at the Company's Offices 20, Des Voeux Road Central, on Thursday the 5th. of Oct., 1922, at Noon.

The Transfer Books of the Company will be closed from the 22nd. of September to 3th. of October both days inclusive. DOUGLAS LARAIN & CO. General Managers. Hongkong, 14th. Sept., 1922.

KOWLOON-CANTON RAILWAY (British Section).

THE Public is hereby notified that the 8.35 a.m. train from Kowloon to Taipo, Sheung Shui and Shum Chun will be resumed on Sunday the 17th. instant and will run on Sundays and Public Holidays until further notice. Local passengers will not be conveyed by the 8.07 a.m. express on those days.

Golders and others are reminded that tiffin cannot be assured on local trains unless ordered beforehand. Orders may be telephoned to K.251.

H. P. WINSLOW, Manager.

Kowloon, 12th. Sept., 1922.

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel).

Length overall.—56' 0"
Breadth moulded.—11' 6"
Depth moulded.—3' 6"
Draught moulded.—18" to 19"
D. W. capacity on above draft.—3 tons.
Speed.—8½ knots.
Engines.—Twin set "Kelvin"
Motors, each 30 h.p.
Installed with Electric Light.
Price \$10,000 or near offer.

The Motorboat "KEIKUNG" (Built of Teak).

Length overall.—29' 10"
Breadth.—7' 5/10"
Draught (approximate)—18"
Engine — "Kelvin" Paraffin Motor.
Price \$1,800 or near offer.

APPLY

NESTLE & ANGLO-SWISS CONDENSED MILK CO., 11, QUEEN'S ROAD CENTRAL.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD. AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Company's Steamer "TYDEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 14th. September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 30th. Sept. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 4th. October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th. Sept., 1922.

VICTORIA RECREATION CLUB.

Night Fete.

to be held on Thursday, 21st inst. commencing at 9 p.m.

Programme as follows:—

1. Lengths Boys Handicap (Open).
2. Lengths Girls Handicap (Open).
3. 850 Yards Championship of the Colony.
4. Lengths Members Handicap.
5. 2 Lengths Ladies Handicap (Open).
6. Team Race Interport v. The Rest.
7. High Dive.
8. Water Polo.

Entries will be sent to the Hon. Secretary V. R. C. not later than 6 p.m. on Monday, 18th. inst.

STEAM LAUNDRY COMPANY.

NOTICE is hereby given that the Hongkong Hotel Company Limited have from the 1st. day of September 1922 severed their connection with the Steam Laundry Company and accordingly as from such date they will not be responsible for any debt or liability incurred by the said Steam Laundry Company.

For Hongkong Hotel Co. Ltd.

J. H. TAGGART, Managing Director.

STEAM LAUNDRY COMPANY.

THE UNDERSIGNED have from the 1st. day of September 1922 taken over the business of the above named Company as a going concern and as from such date all outstanding accounts due to or from the said Company shall be received or discharged by the undersigned.

Dated the 8th. day of Sept., 1922.

LEUNG ENTIN, FUNG TAT HANG.

HONGKONG CLUB

NOTICE.

THE Second Yearly Drawing of Twenty Debentures of the Hongkong Club (1920 issue, \$500 each) was held in the Club House on Friday, the 8th. Sept., 1922, when the following Debentures were drawn for redemption:—

29	185	314	606
31	200	370	621
40	251	419	648
84	258	562	690
150	286	571	755

and will be payable at the Hongkong and Shanghai Banking Corporation on Saturday, the 30th. Sept. 1922, in exchange for surrender of same.

By order,

A. H. ABBAS, Secretary.

Hongkong, 8th. Sept., 1922.

THEATRE ROYAL

KAAT'S HAWAIIAN TROUBADOURS

TO-NIGHT

at 9.15 p.m.



A breath of Romance from the South Seas

A NIGHT IN HAWAII



HAWAIIAN MELODIES SONGS DANCES JAZZ.

PRICES:

\$3, \$2 & \$1.

Booking at Moutrie's.

NOTICE.

I have this day established myself as a share and general broker.

HARRY O. ODELL.

Inquiries c/o Sennet Freres.

Tel. Central 634.

Hongkong, Sept. 8th. 1922.

S. S. "TUNGSHING."

STRANDED IN SWATOW HARBOUR.

MESSRS. Jardine Matheson & Co., Ltd.—General Managers Indo-China Steam Navigation Co., Ltd., Hongkong, are prepared to receive Tenders for the temporary repair, floating, and delivery of the above steamer ber stores, apparel and tackle, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per share for account 1922 will be payable on MONDAY the 18th. September 1922.

Shareholders are requested to apply for Dividend Warrants at the Company's Office St. George's Building, Hongkong.

THE TRANSFER BOOKS of the Company will be closed from Saturday, 9th. September, to Monday, the 18th. September 1922, both days inclusive.

SHEWAN, TOMES & CO.

General Managers.

K-675 H.K. 4002

FOR HIRE

MOTOR

LORRIES

FREIGHT

OR

BUILDING

MATERIALS

TAKEN TO ALL

PARTS OF THE COLONY.

DOMINION MOTOR

TRANSPORT.

145, PRAYA EAST

PHONES { Central 4002

Kowloon 673

THE FAVOURITE INVENTION OF

THOMAS A. EDISON

"THE PHONOGRAPH WITH

A SOUL"

IS HERE.

THE EDISON MUSIC STORE

1ST FLOOR, POWELL'S BUILDING

NOTICE.

TAKE NOTICE that MR. HARRY O. ODELL has resigned from the position of Manager in Hongkong of Geiz Brothers & Company of the Orient, Limited, and that MR. J. EDWARD ATHERLEY has been appointed in his stead as from the 5th. day of September 1922.

Dated this 9th. day of Sept. 1922.

Geiz Bros. & Co. of the Orient, Ltd.

By their Manager and Attorney.

J. EDWARD ATHERLEY.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPO COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPOPO COAL, trimmed into Bunkers at SEBATTIK of SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges.

The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

Agenis.

The OWIE HARBOUR COAL CO. LTD.

"STOLEN THUNDER."

The practice of "stealing thunder" is not unknown but it has seldom happened on such a scale as that of the Comic Opera House in Berlin.

Performances at this theatre have recently been abandoned owing to the disappearance of the motors driving the apparatus that produced thunder, wind and rain.

It was ascertained that they had been stolen. The loss was all the more serious, as it had been intended to bring out a sensational revue in September, the principal feature of which was to have been a scene in Hades depending on the thunder machine for its principal effects.

The motor, which cost several hundred thousand marks, were not easily replaced. The police arrested three electricians employed at the theatre, who admitted having sold the motors for a few hundred marks.

THE RAVAGES OF THE HUNGHUTZE

A Scurge of Which the World Hears Little.

Whenever Chang Tso-lin's propaganda want to tell the world of their master's greatness, his fitness to be a great governor of a great territory or his eligibility for some higher job, they find corroboration in the loyalty of the foreign residents of Mukden to the great man and in the great prosperity of Manchuria. They sometimes go further and boast of that 30 million dollar war chest, arguing that the government which can mulct so much from the people and still leave them enough to eat, must be a good one, writes Mr. Rodney Gilbert in the N.Y. Daily News.

It is true that in Mukden and all the other railway towns on the South Manchuria Railway, where, by coincidence perhaps, there are Japanese garrisons and large Japanese communities, there are highly articulate groups of foreigners of all nationalities who are ever chanting praises in praise of peace and plenty. It is also true that, either because of or in spite of the government, Manchuria produces lavishly, as a great undeveloped frontier country should, and that the people do seem to eat. As to the war chest we cannot have any doubts; Chang Tso-lin admits it.

THE SEAMY SIDE.

Side by side with this evidence, however, we are constantly faced with newspaper reports of Hung-hutze activities on a huge scale. Overtaxation and official extortion seem to be as common and to be practised on as big a scale as everything else in this big land. One never meets a Chinese from eastern, western or northern Manchuria that does not tell us tales of banditry, omnipresent, overlasting and unthinkably bold, which sound like Arabian Nights tales. What is more disconcerting, one never hears from a foreigner who lives at a point in Manchuria far enough removed from the great presence in Mukden to be diverted by routine business cares from adulterary contemplation, who does not give us the impression that these Arabian Nights tales are indeed fact and then only one-tenth told, that official extortion is an incidental to trade, and that on the whole there is no territory in China in which the forces of disorder and bad government make things livelier for the agriculturist and the trader, so place like it for demonstrating what the average Chinese can endure and yet live and do business.

Isolated instances can never do the Hunghutz justice. One would have to travel widely in Manchuria to get the material for a composite picture of bandit activities which would convey an adequate impression, or be in a position, as the writer is to have Chinese, Russian and Korean friends constantly pouring into his ear stories of doings which would seem extravagant on the cinema screen. The latest contributions are a series of scrappy pictures from a Chinese caller, three short Chinese letters, and a dispassionate and casual letter from a British merchant in Harbin who writes to tell "how things are going." The latter says:

"Communication with the interior is exceedingly risky owing to the numerous bands of robbers, who stoop so low as to rob even hawkers and carters, while rich farmers and merchants do not dare to leave their homes."

"The position in Heilungkiang province is especially bad, and the officials' appear powerless to cope with the situation, which daily grows worse. Another cause of dissatisfaction in this province (Kirin) is the extortionate taxation—taxes from 8½ to 11 per cent, being imposed on the purchase price of practically all raw materials, a fact which renders the export of such commodities to Europe and America almost impossible, reducing business activities to a negligible quantity. The harvest of this year shows every promise of being an abundant one, and soya beans and wheat, for example, will not only be plentiful but of good quality. Last year much of the grain rotted in the fields through the farmers being afraid to work on account of the bandits molesting them."

THREE TYPICAL LETTERS.

There is nothing dramatic about the following extracts from Chinese letters, though there is good dramatic material in them.

From An X, dated July 8:

"At the Hunghutz are so numerous, the chamber of commerce here has decided to build more than 100 forts around the town as a protection against the repeated onslaughts which have been made."

From Chaochow Ting, dated August 1:

A few days ago more than 600 bandits attacked the village of Hain Chan, situated about 30 li from here, and consisting of 200 families, and burned the place. Nearly all the women and girls were raped and afterwards killed, their corpses being mutilated, some of them having their legs severed. A large family at Onali, named Liu Xung, had nine of its male members killed, whilst all the women and girls were outraged. The bandit chief, Yush Shan, attacked Kuluchan, many people being shot, and numerous men and women tortured and disfigured. This is typical of the present state of affairs around here."

From Peluna, dated August 7:

"Talaing was raided by bandits on the second of this month. More than 400 of them rushed the town and made straight for the magistrate's yamen. Since spring everybody has been expecting that the town would be visited by the Hunghutz, so several forts of earth had been constructed to aid in the defence, and it was by the aid of these forts that the local police resisted when the robbers attacked. The fighting continued for several hours, but the bandits were unable to force their way into the yamen, and although they compelled the farmers to request those inside the yamen to open the door, the police continued to fight and kept the bandits at bay. On the following morning, about 11 o'clock, more than 200 soldiers arrived at sight of which the bandits ran away. More than 10 police and 20 farmers lost their lives in this conflict, whilst 20 bandits were killed and four taken prisoners. . . . We are expecting another visit from the bandits soon."

BLACKMAIL PAYS BEST.

While such incidents as these seem to be fairly common it must be understood that the Hunghutz, like bandits everywhere, rely upon making much more by blackmail than through actual looting. In every community in Manchuria there are Hunghutz agents, prosperous persons whose business is known to all, who are often on friendly terms with the officials, who even let the officials "take stock" in Hunghutz companies organized on modern business lines, and who watch all business transactions and are able to report to their bands when and for how much every farmer has sold his crops, when and by what road every merchant is going to ship his goods. In hundreds of communities the inevitable sequel to a business turnover is a letter from a local Hunghutz leader, or from several demanding tithes and tolls as the price of immunity from persecution. Vengeance for a slighted request of this sort is so common that such demands are usually met. All the contractors who sell supplies to the Chinese Eastern Railway pay enormous sums to scores of Hunghutz bands for "protection." Their taxes do not buy such protection from the man with the war chest. Sometimes whole villages are blackmailed and to keep trade up to scratch the Hunghutz will go to any pains and suffer any losses to see that a community refusing to pay is destroyed.

THE VILLAGE THAT TRIED.

Cooperation against the Hunghutz among villages reasonably close to each other has been tried but has always failed for one reason or another. Such an attempt in the Ninguta district developed into an organization for cooperative buying and selling of supplies and produce. This brought upon itself the eagle eye of a magistrate who clapped the head of the organization in goal and at the end of six months, during which no charge was brought demanded such a huge bribe from the community (and received it) that the organization automatically dissolved. A Korean community north of the Chinese Eastern Railway, which had paid heavy tolls to the bandits for years, wearied of it and slowly bought rifles and ammunition until there was a gun for every one of the 800 able-bodied men of the community. Thus armed they ignored the usual afterharvest letter from the local bandits. In due course there was a raid and the surprised bandits lost heavily. After a few weeks, however, they came back with allies, five or six hundred strong. Again they were beaten off with heavy losses. A month or more elapsed and back they came again 3,000 strong. The fighting lasted for days. The robbers lost heavily but in the end, when several hundred of the Koreans had been killed and many wounded, the place was overrun. This village is again paying an annual fee for protection.

NO EXCUSE POSSIBLE.

The Chinese do not expect much in the way of service from their officials in return for taxes, but they do expect peace and the preservation of order. Chang Tso-lin, with an army of 100,000 men and 30 millions of the people's money in a war chest does not live up to the elementary Chinese idea of a capable governor. For this there is no apology. All of us who have lived in frontier countries know that armies are not required to suppress banditry. A few thousand competent, well-trained and ably-led constabulary in each Manchuria province would give the Hunghutz their quietus in three years and would thereafter keep the peace. Two thousand Kansu Mohammedan cavalry, the sort of people who control the border Tibetans, would rid all northern and eastern Manchuria of bandits within three years. For the existing state of affairs in a state within which a constabulary can be recruited from pioneers and hunters and where there is no lack of money to provide equipment and training, there is absolutely no apology for existing conditions.

KORFANTY'S BRIEF REIGN

The History of an Inglorious Crisis.

Vienna.

The end of Korfanty's inglorious "premiership," the consolidation of the position of President Pilsudski and the impending formation of the new Cabinet of Dr. Julius Novak mark important events in the history of Poland. Not only did the crisis, which lasted several weeks, cost that new State much political prestige, but also economically it meant the loss of millions. The chauvinistic National Democrats, who backed Korfanty, are already declaring that the permanent crisis could be solved only by a coup d'etat. M. Faderewski being on his way to Poland in order to lead the "All-Polish" movement personally against his rival, Pilsudski, writes a Vienna correspondent.

It is unthinkable what might have happened in Poland had Korfanty been able to form the new Cabinet. A general strike and the revolt of the army, who completely trust President Pilsudski, might have been the beginning.

Fortunately, the street demonstrations of the National Democrats could not shake the nerve of the Chief of State, whose sound instinct and iron will-power have prevented what might have been nothing short of a catastrophe. But it is also due to the united will of the masses of the people that Korfanty, forsaken by his none too courageous followers, has been obliged to withdraw. (although, according to the latest reports, he is going to rally the shattered forces of the Right for the coming general elections), and thus the Chief of State has fought a fine victory over the reactionaries.

The new Premier, Dr. Julius Novak, is a Galician, who has been active as rector of the Jagellon University at Cracow and as Professor of National Economy. He belongs to the right wing of the Galician Democrats, is about fifty years of age, and is described as a man of calm moderation. Such a figure seems more necessary to Poland than ever at a time when her chauvinists think of nothing but enlarging their sphere of power, unheeding of Russia and Germany.

FIT-U PINCE-NEZ

is the latest of the finger operated eyeglass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil spring of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co. Successors to Clark & Co., manufacturing and refracting opticians—the most competent optical manufacturing establishment in the colony, located in 53, Queen's Road Central.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.LONDON SERVICE
(Direct)

TEIRRESIAS	25th Sept.	London, Amsterdam & Antwerp
LAOMEDON	2nd Oct.	London, Rotterdam & Hamburg
ANTIOCHUS	9th Oct.	London, Amsterdam & Antwerp
HYSON	16th Oct.	London, Rotterdam & Antwerp

LIVERPOOL SERVICE
(Direct or via Continental Ports)

AXAX	17th Sept.	Genoa, Marseilles & Liverpool
HECTOP	24th Sept.	Liverpool & Glasgow
KT. TEMPLAR	5th Oct.	Marseilles, Havre & Liverpool

PACIFIC SERVICE
(via Kobe and Yokohama)

TALHYBIUS	19th Sept.	Victoria, Seattle & Vancouver
TYNDAREUS	17th Oct.	Victoria, Seattle & Vancouver

NEW YORK SERVICE
(via Suez or Panama)

PRIFUS	5th Oct.	via Suez
AGAMEMNON	25th Oct.	via Suez
TEUCER	15th Nov.	via Suez

PASSENGER SERVICE

TEIRRESIAS	25th Sept.	for Singapore & London
PYRRHUS	1st Oct.	for Shanghai & Japan
PYRRHUS	1st Dec.	for Singapore & London

For Freight and Passenger Rates and all Information Apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE

The Steamship "PRESIDENT MCKINLEY" having arrived from Seattle Wash. via ports, on 10th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co. at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be counter-signed.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 15th inst. by the Company's Surveyors, Messrs. Anderson & Asher.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the goods have left the Godowns, and cargo undelivered on and after 15th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation,
No. 4, Des Voeux Road,
Managing Agents,
THE ADMIRAL LINE.
Hongkong, 11th. Sept. 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Co's. Steamer

"HYSON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 12th. September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th. Sept., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd. October, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th. Sept., 1922.

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"LITTLE HSU" TO WU PEI-FU.

An Open Letter.

The following is a translation of a letter which Gan. Hsu Shu-tseng, Little Hsu, has sent to Gan. Wu Pei-fu in response to certain overtures which the latter is alleged to have made recently.

Dear General Wu,
My relative, Mr. Hsia Chung-tao, has written me from Peking to inform me that General Chang Shao-tseng, acting on your behalf, wishes to convey to me your greetings and your desire to co-operate with me in working for the reunification of the country. It is stated that you had asserted that in order to unify the country, the North and South must each unify itself; and that the union among the Northern interests cannot be effected unless an understanding is reached with me. Therefore, Mr. Hsia was asked to interview me personally and to secure my views.

Whether this idea actually originated from you or not, I cannot judge arbitrarily. But General Chang had, on previous occasions, acted as your agent and formulated plans on your behalf. Whatever he says cannot be regarded as entirely groundless. So I beg to offer the following statement in reply.

Like a person with many diseases, China's national life is flickering between life and death. The only remedy for her to-day is unification. But it should be a genuine union between all elements and not a superficial union in which the North and the South remain divided in spirit, which condition can only hasten the day of destruction.

It was a wise proverb that said "United we stand, divided we fall." I would like to refer you to some other worthy men to advise you on the question of unification of the Northern factions, but I have certain definite views on the question of national reunification.

The unification of China to-day must be sought through the amalgamation of the really powerful leaders, who must act in harmony hereafter. Only few of the leaders in China deserve any consideration. One is Marshal Tuan Chih-jui. The other is Dr. Sun Yat-sen. Both are honest patriots, loyal to their own ideals and faithful to whatever they say. They never abandon their principles for want of support.

As to the rest of the leaders in China, their virtues cannot benefit the multitude, their power is unable to subjugate their enemies while their faith is insufficient to insure the execution of their own promises. They may exercise an enormous amount of power within their own sphere of influence and head armies of millions of troops. But they merely serve as material for the genuine heroes to be ordered about.

For your benefit, it will be advisable to support these two elderlies for the nation's highest executive posts. With them at the rudder, the ship of state will sail on peaceful sea. Then, if you can gather together the technical experts of the day to fill the various administrative offices and given the suggestions set forth in my recent book on National Reconstruction with, perhaps, certain modifications, I am sure the general public will be benefited and the spirit of the people will be solidified while the national status will be elevated.

If you cannot unify the nation, how can you unify the Northern factions? Neither the North nor the South can stand alone if they merely attempt to unite them-

selves and leave the general question of unification unsolved. This is no time for the North or the South to have any rival feelings between each other. I trust you will keep this foremost in your mind.

Only those who have definite plans and views may shoulder heavy responsibilities. When you wish to do something, you must refrain from doing certain other things. If you wish to be sincere to me, you had better be sincere to the world. To depute people to see me is not so good as to sit down and meditate over the political situation. All what I wished to say has been said in my book.

I recall that before the year 1917, I regarded you as a fighting general. But I dared not to consider you as an able administrator. I further asserted that you would be left in the lurch some day. I could have gone further and explained my assertions, but I did not think it necessary.

The public to-day is shortsighted. Because of your military triumph, it admires you and is dazzled by your accomplishments. But you yourself consider your own position. I am sure you feel that you have been left in the lurch. Whether you need any explanation for my former assertions or not, I dare not venture, but gathering from the words of General Chang Shao-tseng, and considering your position, there must be something which is difficult for you to disclose.

However, we have known each other for some considerable time. I cannot absolutely lose interest in you. So from the bottom of my heart, I offer you the suggestions contained in my book, which I hope you will not ignore, but will carry out faithfully and energetically. This done, the suffering of the great multitude will be relieved and the predicament that had embarrassed you will be eliminated.

Hsu Shu-tseng.

WOMAN'S HURDLE RACE "RECORD."

A Frenchwoman, Mlle. Therese Laloz, competing at the Stade Pershing, Paris, ran the hundred yards hurdle race in fifteen and one-fifth seconds, beating the world's "record" for women runners in this event by one-fifth of a second.

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AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE, LIMITED.

From UNITED KINGDOM,
GENOA, PORT SAID,
COLOMBO & STRAITS.

The Motor Vessel

"GLENAMORY"

having arrived from the above ports, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th. Sept., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 18th. September 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO. LTD.
Agents.
Hongkong, 11th. Sept., 1922.

GOOD NEWS FOR SHOP WORKERS

An announcement that the Shops Act of 1910, which would have lapsed in December next, has now received a new lease of life under the "Expiring Laws Continuance Act" to December 1923, is made by the secretary, Early Closing Association. "This," he adds, "will give general satisfaction to the one and three-quarter million shop workers throughout the country."

CONSIGNEES.

NOTICE TO CONSIGNEES.

JAVA-PACIFIC LINE.

From SAN FRANCISCO and
PORTLAND.

The Steamship

"TILBOET" (12).

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd. whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 19th. Sept., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 18th. September, 1922, at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LINE.
Agents.

Hongkong, 12th. Sept., 1922.

COUNCIL FOR GERMAN ACCUSED

IN THE RHINELAND

The German Government has decided to provide counsel, at the public expense, for the defence of persons brought before Allied Military Courts in the Rhine-land, under certain conditions. Officials, including clergymen and teachers, are debarred from such assistance, which will otherwise be provided only for necessitous persons of good reputation when the importance of the case or other circumstances seem to warrant it. In no case will it be provided if, in the opinion of the German legal authorities, the prosecution before the Allied Military Court is obviously due to misconduct on the part of the person accused.

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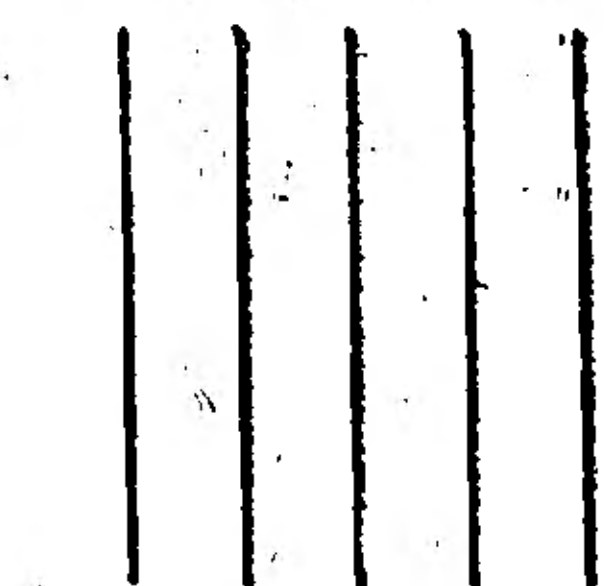
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The Telegraph.

HONGKONG, 14th Sept., 1922.

POLICE MATTERS.

Two evenings ago we have something to say in this column regarding our native police. We revert to the question, because we are convinced that the Colony is not getting full value for the money spent on this section of the force. Maybe we are not spending enough, and, for that very reason, that what we do spend is largely wasted. The figures we cited on Tuesday showed that our Chinese constables are not paid so much as many a cookboy gets, whilst the Indians receive even less still. In a police force, adequate pay is a prime essential. Underpaid men not only scamp their work, but they are often tempted to indulge in corrupt practices. What needs to be done is to make the job such that the lunko or the Indian constable will not care to lose it. Then we shall get better work from these men. As matters are, we fear that the lazy and the work-shy are to be found in large numbers in the native sections of the force.

Then, besides pay, there are the general conditions of service to be taken into account. We are told that there is a deal of dissatisfaction amongst the Indians and Chinese regarding the number of drills they have to put in—one a week, at least, it is said. These drills are often done in the men's own time; that is, they do their duty hours, and then fill in between times with drill. Drill is a very excellent thing in many respects. It is good for discipline, we know. But, after all, our police are not soldiers, and at no time are they required to attack in mass formation or deploy on the field. All the drill a policeman requires to be acquainted with is the 'shoo, number off, form fours, right, quick march, so that squads may be moved in decent order' and not like a flock of sheep. We want our police to do police work, but if their time is taken up with semi-military duty, which must appear to them rather useless, we cannot expect to get the best out of them. When off duty, men want to rest and not to be scampering about doing

the same old drills just because some of the higher officials revel in this kind of thing.

Another point is the proper quartering of the police, which, at many of the stations, is said to be far from what it might be, owing to lack of room. Men eat and sleep in the one compartment, and are generally inconvenienced because of congestion. The Water Police Station on the hill at Kowloon may look like a nice little palace, but if what we hear is true, the living conditions for the men there are bad. As in all branches of human activity, men cannot be expected to take an interest in their work if they are unhappy or dissatisfied. If Chinese and Indian policemen are a necessity here then every possible step should be taken, in the matter of adequate pay, the removal of irksome restrictions and the provision of decent living conditions, to make them comfortable in their jobs. These things assured, we should get far better service than we now do.

A Canting Critic.

M. Joffe, the Soviet Envoy Extraordinary, who has just been visiting Peking, appears to be bent upon justifying the last part of his title. At a banquet in the Chinese capital he told "a number of prominent people" that Western newspapers out here are, to put it mildly, an indifferent lot. They are characterised, said this authority, by "literary helplessness and political illiteracy," and their staffs are not to be "confused" with the big guns of the European and American Press. We have not heard that newspapermen out here are in the habit of seeking to bring about this kind of confusion, and it may be remarked in passing that not a few of the eminent journals referred to handle Far Eastern questions in a somewhat amateurish manner. Not content with his first slighting allusion, M. Joffe proceeded to state that the appointment of such journalists as editors of Far Eastern publications was "an insult to the Chinese intelligentsia." M. Joffe himself offered "a far greater insult to China's intelligentsia, or the section of it present at the banquet, by his farrago of Communist cant, notwithstanding that this seems to have gone down well, possibly aided by the convivial atmosphere. M. Joffe, by the way, introduced himself as an old journalist, intimating that his sense of professional pride rendered the alleged shortcomings of Far Eastern pressmen specially objectionable to him. We do not remember this Envoy Extraordinary as one of the big guns of the European Press, but everybody will recollect him as a signatory to the iniquitous treaty of Brest-Litovsk, which the Allies undid. As a final touch to his comparison, M. Joffe says that Western journalists here are not to be confused with the gentlemen of the Chinese Press either—the incorruptible scribes who subject their Government to dire threats because of the withdrawal of subsidies. And an illuminating commentary upon this ludicrous exhibition of unctuousness is supplied by the *Eastern Times*, which reports that M. Joffe, to encourage Bolshevik propaganda in China, has provided donatives for these native publicists and "intellectuals."

Chinese Psychology.

A poultry-dealer charged at the Magistracy yesterday with cruelty through not keeping the birds supplied with water pleaded that no notice of the requirements of the law had been served upon him or posted up at the market where he has his stall. Mr. G. R. Sayer, of the Sanitary Board, mentioned that he believed that such a notice was issued and explained to the occupants of the market. One might have supposed that common-sense or common humanity would have provided the admonition. A Gilbertian element was imported into the case by the disclosure that the defendant was a member of the Society for the Prevention of Cruelty to Animals. This is not the first time that a Chinese member of the Society has been charged. Apparently there is a type of native mind which imagines that a subscription, instead of being a means of promoting the Society's objects, is rather a method of gaining exemption.

DAY BY DAY.

TO MANAGE MEN ONE OUGHT TO HAVE A SHARP MIND IN A VELVET SWEATER.—George Ethel.

The telegraphic service between Canton and Swatow is reported to be interrupted.

One non-fatal case of paratyphoid fever was notified yesterday. The sufferer was a Britisher.

The Lusitano Aquatic Sports will be held at the V. R. C. bath on Saturday the 16th. inst. commencing at 2.30 p.m.—*Advt.*

Mr. T. W. Aisworth officiated at the Police Court yesterday afternoon owing to the indisposition of Mr. E. W. Hamilton.

It is now stated that General Chan King-ming has postponed the date of his assumption of office as Commander-in-Chief in Canton to the 18th instant.

The new Civil Governor in Canton has appointed Mr. Chan Henz-sum as his Private Secretary, and Mr. Chew Chung-wing as Secretary in the Governor's office.

The extension of the Helene May Institute will be open for inspection on Thursday next, Sept. 21st, from 4.30 p.m. to 6.30 p.m. The Council invite Members and their friends. Tea will be served.—*Advt.*

Amongst the passengers arriving by the Yoshino Maru were Sir William and Lady Brunyate, Mrs. Winslow, Mr. and Mrs. W. H. T. Davis, Mr. and Mrs. Goldsmith, Major D. L. Harding, Mr. R. A. North and Mr. G. S. Archbutt.

PEKING NEWS.

A Peking telegram states that President Li Yuan-hung will review the troops on October 10th, the anniversary of the establishment of the Republic.

Another Peking message says Leung Yu-ho has received orders to leave in a few days time for Weihaiwei to negotiate the restoration of that port.

THEATRE ROYAL.

Hawaiians' First Night's Success.

Kaali's Royal Hawaiian Troubadours scored a great success at the Theatre Royal last night, and the enthusiasm of the audience augurs well for future performances. The company is composed of three ladies and five men, who all work hard to make the show go with a swing.

The first half of the programme last night was a selection of Hawaiian songs, the instruments—Hawaiian guitars, ukuleles and banjos—all blending in wonderful harmony. The second half was devoted to jazz, and at this class of music the troupe showed they were artists of the first water. The Company certainly have plenty of "pep" and "go."

There are some rather fine voices among the male members of the company, while among the ladies dancing is the speciality. These latter items included Hawaiian dances, an imitation of Salome and clog dances, and were perhaps the most popular turns of the evening. There were also some very fine solos on the mandolin and on the guitar, rendered by different members of the company.

For Hongkong, last night's house might be termed a good one, practically all the downstairs seats being filled and upstairs a fair number. The company, however, have now made a name for themselves in the Colony and for the remainder of their visit bumper houses will probably be the rule.

TOKYO AND KOBE DRAW AT GOLF.

The annual match between the Kobe Golf Club and Tokyo Golf Club was played on the links at Rokkoso. The match was a draw, Kobe winning the singles by 4½ to 3½, and Tokyo the foursomes by 2½ to 1½.

MACAO HARBOUR.

The Improvement Scheme.

CATERING FOR LARGE STEAMERS.

Admiral Lacerda, the Director of the Bureau of Harbour Works at Macao, who heads the activities initiated with the object of restoring Macao to at least some of its old commercial prosperity by extensive harbour improvements, is in Hongkong. A reporter of the *Telegraph* who called on the Admiral yesterday at the Hongkong Hotel, was informed as to the progress already made and the lines on which the proposed improvements now contracted for will be carried out, having regard to the future benefit they will confer on ocean-going vessels of average draft. All acquainted with the early colonisation efforts of the Portuguese in the Far East have marked with a pang of regret the decadence of Macao from its former important position, due to the silting up of the harbour by the vast quantity of mud that has been brought down the river. With the march of time and the replacement of sailing vessels by steamers of deeper draft, the disadvantage has been more and more keenly felt, and there has long been a desire to restore the port to something approaching its old-time importance.

The ideal of Macao, said Admiral Lacerda, was not to make the Portuguese port a rival of Hongkong which would be quite impossible, but to give it a fair share of shipping to which its position entitles it, and the proposed scheme now in hand will aim to give the harbour a sufficient depth for vessels of mean draft. Certain technical and financial difficulties have hitherto stood in the way of the realisation of these plans but it was now possible to go ahead.

The position during the past three years, however, has not been altogether stagnant. Those concerned had not been idle, for, with the establishment of the special executive Bureau of Harbour Works in 1920 to take charge of the scheme, certain minor improvements that fit into the general scheme have been carried out. These began with the yards and anchorages for native craft, a beach being prepared to serve as a cleaning place for junks, large efficient shelters for their use being established in a good position on the north of the peninsula, in the Fatane, whilst reclamation works have been undertaken with the material brought up by dredging of the harbour.

Other improvements of a like nature are now being carried out at Taipa, where anchorages are being provided with a view to their use by the fishing junks. Altogether these minor improvements will cost a million and a half dollars.

In the inner harbour, some progress has been made in dredging operations, such improvements making possible the enlargement of the quays, but the main features of the scheme have yet to be realised. Macao's aspirations, pointed out the Admiral, are much greater than the mediocre improvements already carried out. She desires to return to her old position as a prosperous port, and the main drawback has been in the silting up of the harbour. To effect a restoration to the old conditions dredging operations on a large scale are necessary to make the port available for large ocean-going vessels of mean draft.

During the last three years an exhaustive review of old plans initiated as far back as 1837 has been made, and the outcome of the comparison of these with modern conditions is a radical decision to construct an entirely new harbour at Macao. This plan, which it is proposed to carry out at once, is very comprehensive, but the potentialities of the port, regarded from the point of view of its possible conversion into a railway terminus for the rich and densely populated district of Heungshan, has now relegated it to the position of being only the central feature of a larger scheme which takes into account the possibilities of the port as a commercial outlet.

The whole scheme for the construction of the new improvements and extensions has been placed with the Netherlands Harbour Works Company, the firm which constructed the fine harbour of Chefoo. The estimated cost is placed at \$6,500,000 and the probable period of construction is three years.

The new harbour will be formed by two long moles enclosing the

TO-DAY'S MISCELLANY.

The challenge of the Rev. J. P. Bacon Phillips to undertake a ten-mile walking race in order to prove that the clergy are not inefficient recalls a story of an ancestor of Lord Haldane. The Haldane family have long been mighty walkers, and one of them, when over fourscore, was so incensed by a minister praying for him as "thy aged and infirm servant" that he promptly invited the offender to take a stroll with him. The clergyman unwisely accepted, and had time to repent during the course of a twenty mile walk across country at racing pace.

Veteran optimists like Mr. Baring-Gould are expressing hopes just now that the new possessors of the soil will recognise their responsibilities to the dwellers on the soil, that they will regard the country estates which they have bought out of their war profits as something more than elaborate toys, and that they will set about winning the confidence and respect of the peasantry. After all, this is a very old problem, and we are apt to forget how many of the country families, whose necessity in the matter of selling their estates is so often deplored, were once in precisely the position of the new rich of to-day. With great horror the old yeomanry and peasantry watched the descent on the countryside of the nabobs of the later eighteenth century (to go back no further) and the buying up of the estates of the impoverished old families. The Pitts were nabobs; the Balfours of Whittinghame, though a branch of an old family, were nabobs, and James Balfour told a friend that he made £300,000 in about four years, chiefly out of his provisions contracts in India. There are "old county families" to-day who must read with distaste the references to them in Cobbett's "Rural Rides" when they were still "new men," products of "Pitt's system," "paper money," and war speculation.

Yale University has recently imported from England a peal of big bells for a tower overlooking the Memorial Quadrangle. A cablegram reports that this import, after having first been classified as a work of art, has been finally declared to be a musical instrument, and has accordingly been pronounced liable to a Customs duty of £3,000 at the *ad valorem* rate of 35 per cent. Objects of this kind often afford the American appraisers material for the exercise of a keen discrimination. Their aim is always to find reasons for classifying articles in such a way as to make them pay the highest tariff. Thus a few years ago it was ruled that piano hammers were not "parts of musical instruments," but "manufactures of felt," which are liable to a higher duty. So, too, when some carved wooden pieces were being imported for a Roman Catholic church at Galveston the Customs authorities disallowed a claim for their free admission as "church statuary," and insisted that they should pay 35 per cent as "manufactures of wood." Religious paintings done on canvas with aniline colours are pronounced to be not "paintings" within the meaning of the Act, in which case they would be dutiable at 15 per cent, but "manufactures of cotton" at 45 per cent.

FAMOUS OXFORD BLUE DEAD. Lieutenant-Colonel Francis Owen Wethered, a famous Oxford rowing blue, has died at Tenerife, aged 58.

anchorage on the south and east, the area of dredging involved being 5,000,000 square metres, and the anchorage affording sufficient space for six steamers. The deep water channel leading into the entrance between the moles will have a length of 3000 metres and a width of 100 metres. A sufficient depth in this channel will be maintained to allow steamers of a draft of 25 feet to enter the new harbour.

The preliminary works in connection with the outer harbour have been commenced, with like improvements to those already in existence at Macao Siao, where are to be seen a shelter for small craft, completed reclamation works, and a large retaining wall in front of the Ares Preta. These works, the Admiral points out, are only a part of the vast scheme that is being considered for the port.

BERLIN'S VIEW OF COL-
LAPSE IN MARK.Financial Circles Dread a
Recovery in Value.

Berlin, July 30.—Financial at-
tention was divided at the west-
ern end between the rise of the
Reichsbank discount rate to 6
per cent, the highest since 1914,
and the collapse of the mark to
much the lowest price on record.
The higher bank rate reflects the
increasing money tension in the
German market, but the fall of
the mark at New York on Fri-
day and Saturday was regarded
as indicating waning confidence
in an agreement on reparations.
In financial circles sentiment
was less optimistic last week
regarding the prospect of a
satisfactory settlement of the
programme of payment.

Berlin bankers who have watch-
ed similar crises of the kind in the
past are now predicting that,
after the first and not unsatisfactory
panic induced by the crash in the
mark and when apprehensions
of the complete economic collapse
of Germany have again proved
to be unfounded, both the Allies
and Germany will again pursue
the same dilatory policy as last
Winter, probably contenting
themselves with half measures.
The possibility of a foreign loan
is still discussed, but the market
is in complete confusion as to
what its amount and terms would
be. Estimates run anywhere from
\$500,000,000 to \$5,000,000,000.
Regarding the interest rate which
would probably be charged, bankers
agree that, in view of the vital
necessity for such a loan, Ger-
many should willingly pay a
very high rate.

EFFECT OF A MORATORIUM ON
EXCHANGE.

Even if a moratorium should
be granted, it is still not believed
that any large and sustained
recovery in mark exchange would
follow. Probably the first news
of such an arrangement would
cause speculative buying of the
mark by foreigners, but the
Reichsbank, according to its
settled policy, would then coun-
ter by purchasing foreign bills.
The reason for this expectation
is that the well-known official
purpose at the present moment is
stabilization, not enhancement, of
the mark's value.

If a large loan were to be com-
bined with a moratorium on
reparation payments, a great
recovery in the mark might con-
ceivably follow, but without a
loan of great magnitude such a
recovery would be prevented by
the continuing heavily adverse
balance of trade.

RECOVERY IN MARK DREADED.

Furthermore, while on the one
hand business circles dread a
large recovery in the mark as
certain to cause stagnation in
trade and unemployment, the
Finance Ministry also dreads it
because it would probably result
in a decline in the revenue, which
has thus far adapted itself unex-
pectedly well to the depreciation
of the currency. The Govern-
ment's fear of the consequences
of a rise in the mark is sustained
by the current revenue figures
for the period of extreme depre-
ciation. Whereas the budget for
1932 estimated all tax receipts at
108,000,000,000 marks, an average
of 9,000,000,000 monthly, the
actual receipts in April were
13,000,000,000, in May 17,000,000,
and in June 19,000,000,000.

At the June rate, the revenue
of 1932 would exceed 200,000,000,
000 marks, which would be
nearly twice the budget estimate.
Moreover, a much larger revenue
seems to be assured by the sub-
stantial increase in the coal tax
and the sales tax both of which
are assessed on the basis of prices
and by the "gold supplement" on
customs duties, which next week
will be 11,400 per cent, or 115
times the nominal duty.

BROADCAST WIRELESS.

Replying to a series of ques-
tions on the subject of wireless
broadcasting the Postmaster-
General, in a written Parlia-
mentary answer, said no licences
had, as yet, been issued to
establish broadcasting stations,
but he understood that the prin-
cipal manufacturers of wireless
apparatus would combine to join
a company, or companies, to
provide broadcasting services.
The companies would be respon-
sible for providing the necessary
capital and maintaining efficient
services. The revenue required
for providing the services would
be derived partly from a contribu-
tion by the manufacturers to the
company upon each set sold by
them and partly by a proportion
of the annual licence fee which
he proposed should be paid to the
companies financing the services.
So far no firm was willing to erect
stations and provide the services
without guarantee or payment.

INNOVATION IN CHINA'S
PRESS.English Sections and
Ladies' Page.

The *Chung Hua Times*, Chinese
daily newspaper established in
1915, which had to its credit the
first vigorous attack on the mon-
archical scheme planned by Yuan
Shih-kai, has just installed two
innovations that mark a new
chapter in Chinese journalism,
says the *Shanghai Evening News*.
With the current issue the
Chung Hua Times publishes
a Women's section and
an English section, both
of which are unprecedented
in Chinese journalism. The Wo-
man's section is edited by a
Chinese woman, which marks
another epochal step, and the
English section is edited by Mr.
Francis Zia, a brilliant Chinese
journalist equally well versed in
English.

In the first issue, in announcing
the inauguration of an English
section the newspaper makes the
following "Appeal To English-
Speaking Chinese":

PLEA FOR MORE ENGLISH.
"China became a republic in
1911. What did the people
expect from the change then? What
did the world at that time
expect of China under her new
five barred flag? We could not
ask these questions without a
feeling of poignant grief as we
call to mind a number of abnormal
conditions which should have no
place in a Republic.

"For example, the Tuchuns
and Super-Tuchuns, instead
of looking after their own
duties in the strictly mili-
tary sense, are interfering
in every political move of
significance. They seize govern-
mental revenue at their pleasure
for the maintenance of their
army which they well know is
beyond the budget of the Central
Government."

"Then in Peking we have a
government which merely func-
tions in name and which can
hardly command obedience out-
side Peking. Parliament has
indeed been reconvened in Pek-
ing. But instead of beginning
a programme of constructive
work, it has more than enough
to do to settle dis-
putes among its own members.
All these things are abnormal and
it is up to the people to restore
normal conditions. But the duties
of national reconstruction are
particularly heavy upon the
shoulders of English-speaking
Chinese, and this for three prin-
ciple reasons. On account of the
great strides of progress which
have been made in the civilisation
of mankind, human wants have
constantly increased.

"Through the interchange of
commodities between nations
man's needs are no longer con-
fined to goods manufactured lo-
cally as was the case in medieval
times. On account of changed
conditions in our political, social
and economic lives, we are ob-
liged to take advantage of the
numerous gifts of scientific dis-
covery whereby nature's immea-
surable powers are harnessed
and released for meeting the
requirements of modern times.
On account of the leadership
which the Anglo-Saxon race has
played and is destined to play in
time to come in bringing about
ideal conditions of world demo-
cracy, China should contribute a
big share to the world-unifying
programme of Anglo-American-
Chinese friendship and co-operation."

"Thus from the viewpoint of
international trade, from the
standpoint of the scientific de-
velopment of the country, and
with the noble aim of furthering
the spirit of world brotherhood,
English is indispensable, because
it is the universal commercial
tongue, because the volume of
scientific literature in English is
tremendous and because English
is the mother tongue of Britons
and Americans who actually lead
in world affairs. How endless
then are the opportunities of
English-speaking Chinese who
thirst to do constructive work!"

WITHOUT PREJUDICE.

Wife at Marylebone County
Court—When my husband gives
me any housekeeping money I
call it an event.
"My landlord will not allow
children or any other extras."
—A Wiltshire woman.
When a woman's quarrelling
disposition was complained of in
the Bow County Court she re-
marked, "Surely a wife is entit-
led to say what she thinks of her
husband—however unpleasant it
may be."

UNPAID PEKING POLICE.

Memorandum to the
Government.

Peking, Sept. 4.

In view of the importance at-
taching to the financial position
of the Central Government during
the next few months, which is
likely to have a strong bearing on
the peace and order of Peking no
less than on trade prospects
generally, the following transla-
tion of a memorandum to the
Government from the Chiefs of
the Metropolitan Police and
Gendarmerie, dated August 26, is
of interest:

"So long as the political situa-
tion in China remains unsettled
so long must the finances be
increasingly difficult to handle.
This condition has caused the
various departments of the Cen-
tral Government to remain with-
out their official salaries for more
than ten months, although they
send in repeated and almost
daily requests.

"For the maintenance of order
in Peking all are dependent upon
the Metropolitan Police and
Gendarmerie, but if the wage
that is passing over the coun-
try of 'asking for pay' by
direct action should extend to
these local guardians of the peace
the situation will become danger-
ous. The total pay of the three
forces—gendarmerie, Puchun (in-
fantry patrols) and police—is
about \$500,000 a month. During
the course of the present year
only three months pay has been
received in all, though various
sums have been advanced to the
men by their Chiefs. The con-
tinued maintenance of order in
Peking is thus in jeopardy, and
these troops should be paid with-
out further delay."

CHIHLI LEADERS SEEKING
TO BORROW.Rumoured Loan from the
Kailan Mining Administration.

The *Kung Pao*, reports that as
the state of affairs between the
Fengtien and Chihli factions is
daily growing from bad to worse,
both Chang Tso-lin and Wu Pei-
fu are strenuously mobilizing their
respective troops and making war-
like preparations and that a
certain influential politician and
a financial authority, belonging
to the Chihli faction, are now in
course of negotiations with the
Kailan Mining Administration for
a \$5,000,000 loan, on the shares
of the Chingching coal mines of
Chihli, with the object of raising
military funds for the Chihli
troops.—E.N.A.

DAIRY FARM NEWS.

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Dairy Maid Brand.
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Australian Cheddar
American Stilton
Kraft Pasteurized
Coulommier
Edam Pionic.
Canadian Salmon70 per lb.
Potatoes10

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

"PHILIPS"



AN AUSTRIAN "AXE."
The Austrian Economics Com-
mission has made proposals to
curtail the States expenditure by
300 milliard kronen annually. In
view of the fact that the circula-
tion of paper money has reached
700 milliards the opening of a
new note bank called the Aus-
trian National Bank, intended for
August 15, relieves the situation
somewhat, although in some
quarters it is severely criticised
on the ground that its statutes
were worked out with the entire

exclusion of public opinion. The
popularity of the new institution
and the general interest of com-
mercial circles is all the more
important as after the first sub-
scription of capital of sixty million
Swiss francs, guaranteed by the
banks, a further forty million
francs will be offered to the
public for subscription.

You take no risk when you buy
A MOUTRIE PIANO.
Guaranteed for seven years.
MOUTRIE'S, Chater Road.

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MILK

WHAT IS IT?

It is milk from which most of the fat (cream) has been removed.

Is it nourishing? Is it healthful?

IT IS BOTH!

We feed our calves on Skim Milk. You will never starve drink-
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far more easily digested than whole milk because it is not rich in fats.
Skim Milk is a low-priced milk, specially suitable for making
Puddings and thickening Soups. It also has many other uses.

TRY IT!

You will soon be ordering it by the gallon.

A plentiful supply always on hand. Skim Milk is loaded with the
now famous VITAMINES. Regular milk drinkers seldom suffer
from diseases due to lack of Vitamines.

Milk for the kiddies is a builder of bone and muscle. Be on the
safe side and let them drink Skim Milk instead of water.

PRICE 5 CENTS

PER BOTTLE.

(Reduced from 8 cents).

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J. T. SHAW

CLOSING UP SALE

—WILL COMMENCE—

—FRIDAY 1st SEPT.—

DRASTIC REDUCTIONS WILL BE MADE
TO CLEAR THE BEST BARGAINS HAVE
BEEN KEPT TO THE LAST.
SO DON'T MISS THEM.

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received this week. This comprises
the very latest and smartest goods
procureable, with and without fancy
tops. The prices range from
\$3.75 to \$10.75.

IT COSTS YOU NOTHING

for an inspection and we shall be pleased to show
them to you.

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FROM J. SEDGWICK & Co., Ltd., CAPE TOWN

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CAMERA NEWS



Rescuers at work extricating the dead and injured from the wreckage of a local Missouri Pacific train, crumpled by an express train at Sulphur Springs, Mo., recently. Thirty-eight men, women and children are known to have been killed and at least 137 injured.



Here is another picture of the Sulphur Springs railway disaster.



Lord Louis Mountbatten and his bride on their honeymoon



King Constantine of Greece holds his little granddaughter, child of the late King Alexander who died of a monkey bite. The daughter was born of a morganatic marriage which the Premier, M. Venizelos, refused to sanction.



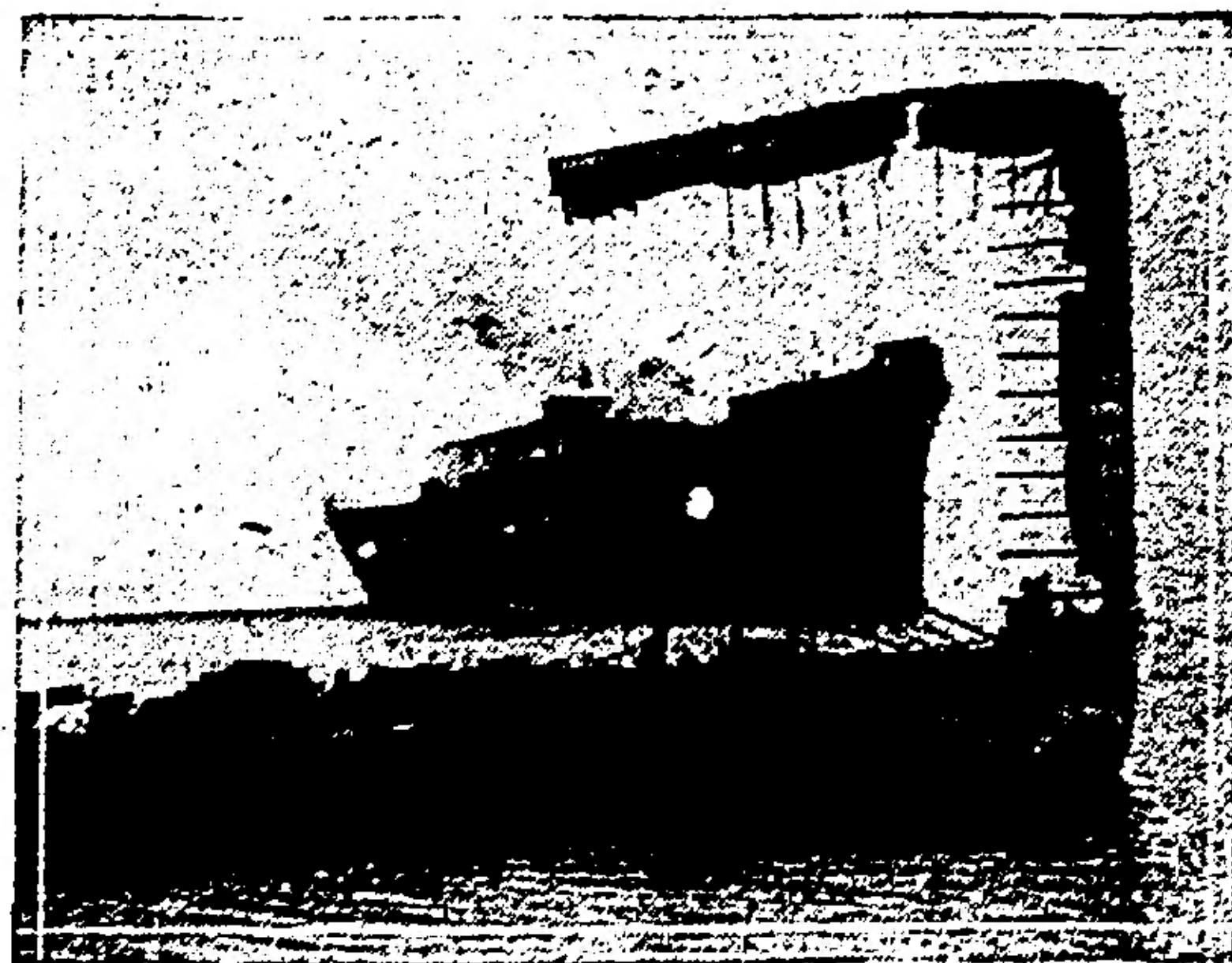
Princess Christina of Spain, who recently christened the new plane Madrid, is here shown with her sister, Princess Beatrice, the Minister of War and the aviator.



The Australian tennis team—left to right—James O. Anderson, Gerald L. Patterson and O'Hara Wood as they arrived on board the s.s. Majestic in the States for the Davis Cup contests.



In a unique contest between Archers and Golfers which was held recently at the North Jersey Country Club near Paterson, New Jersey, the Archers were victorious. Photo shows an archer shooting for the 6th hole, while in the centre golfer prepares to follow his shot.

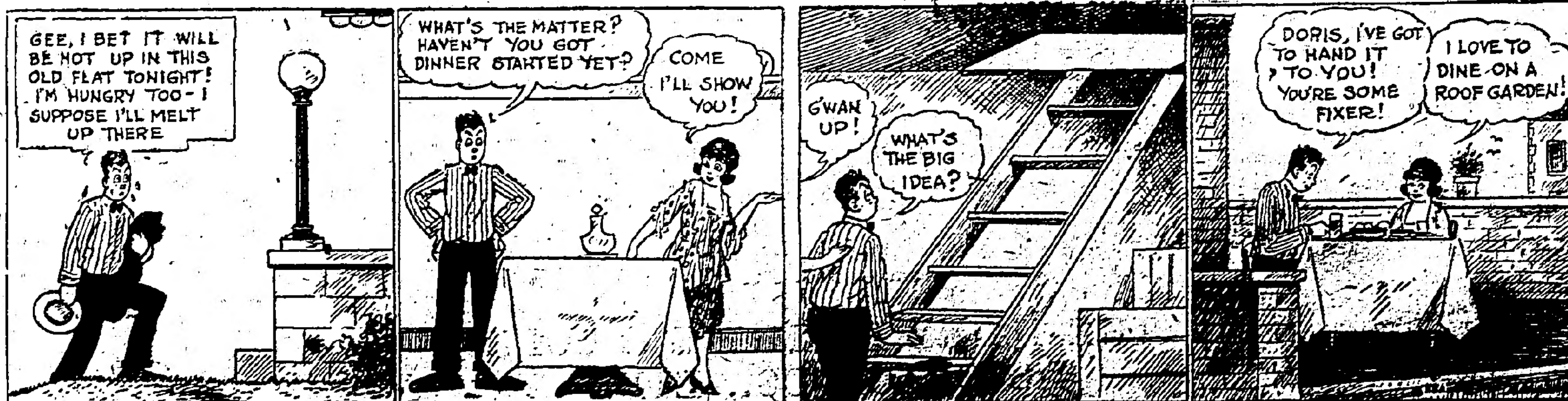


This Shipping Board vessel, the "Waukena," was set afire off Governor's Island, near Boston, Mass. In the foreground can be seen the remains of the "Kencsha," which met a similar fate some time ago.

DOINGS OF THE DUFFS

Making the Best of a Small Flat.

BY ALLMAN



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HOME VIA CANADA

Hongkong to England

From	Due	From	Due
Empress of Canada	Sept. 27, Oct. 3	Empress of Scotland	Oct. 17, Oct. 24
Empress of Russia	Oct. 5, Oct. 13	Empress of France	Oct. 31, Nov. 5
Empress of Australia	Oct. 15, Nov. 13	Minotaur	Nov. 21, Nov. 28
Empress of Asia	Nov. 2, Nov. 10	Empress of France	Nov. 25, Dec. 3
Empress of Canada	Nov. 12, Dec. 10	Empress of Scotland	Dec. 12, Dec. 19
Empress of Russia	Nov. 22, Dec. 20	Empress of France	Dec. 26, Jan. 3

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Charbourg and Hamburg. Allotment of cabins on Atlantic sailings held here and through tickets issued. Early reservation necessary.

Three Transatlantic Trains Daily. Standard sleeping cars, compartments and drawing rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE ISLANDS, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

TENYO M.	22,000	Oct. 4	SIBERIA M.	20,000	Nov. 13
KOREA M.	20,000	Oct. 18	TAITO M.	22,000	Nov. 26
SHINYU M.	22,000	Nov. 2			

Callings at Keelung
HONGKONG TO VALPARAISO.
VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, MANZANILLO, BALBOA, CALLA.
MILLENIO, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.
CLAYTON M. (Major vessel) 17,500 tons. Leaves H.K. at 4 p.m.
ANYO MARU (Major vessel) 17,500 tons. Leaves H.K. at 4 p.m.
SEIYO MARU (Major vessel) 14,000 tons. Leaves H.K. at 4 p.m.

For full particulars, apply to agents at Canton, Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Express Freight Service.

TO LOS ANGELES & SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

"Dewey"	Leaves Hongkong 8th Oct.
"Elkridge"	Leaves Hongkong 10th Oct.
"Elkridge"	Leaves Hongkong 6th Nov.
"Elkridge"	Leaves Hongkong 8th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS TO MANILA, SAIGON, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

"Elkridge"	Leaves Hongkong 24th Sept.
"Elkridge"	Leaves Hongkong 26th Sept.
"West Prospect"	Leaves Hongkong 13th Oct.
"West Prospect"	Leaves Hongkong 14th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED. For full information apply to

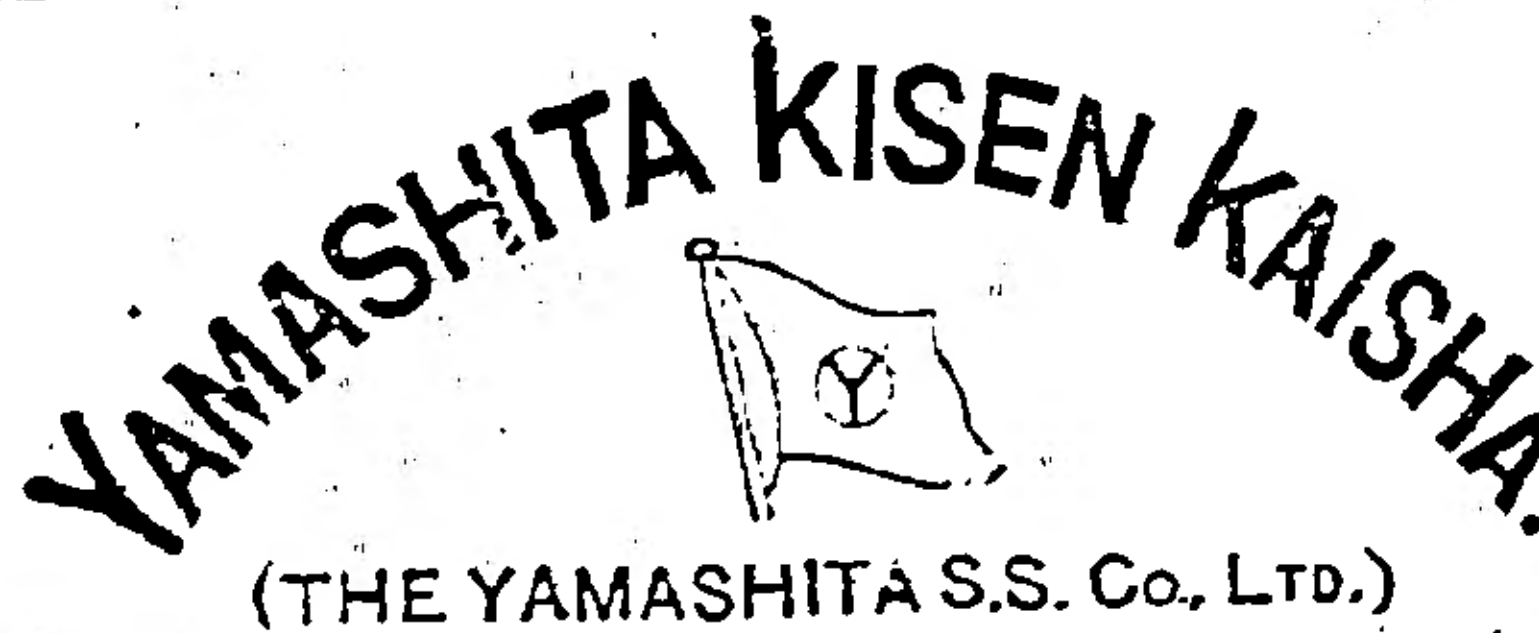
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REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "HOZUI MARU" ... on or about 14th Sept.

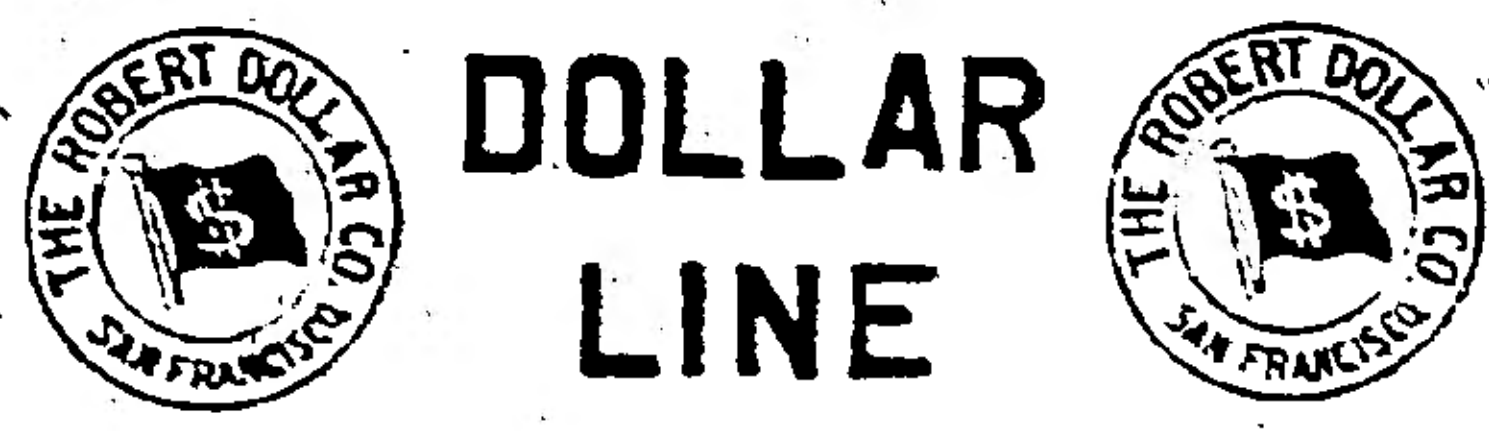
FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 14th Sept.

For further particulars, please apply to—

S. MITARAI, AGENT.
Branch Office, 37, Bonham Strand, West. Tel. Central No. 155.
Ton Floor, King's Building, Tel. Central No. 140.

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For Baltimore via Genoa, Marseilles, Boston and New York.
S.S. DIANA DOLLAR ... 1st November.

For New York via Genoa, Marseilles, Boston and New York.
S.S. M. S. DOLLAR ... 23rd Sept.

For Los Angeles, San Francisco and Vancouver.
S.S. HAROLD DOLLAR ... 23rd October.

For Rates and Particulars Apply to

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S.S. President McKinley	For Seattle	Sept. 21	Oct. 10
President Jackson	For Seattle	Oct. 5	Oct. 24

SPECIAL THROUGH RATE TO EUROPE \$430.50.

MANILA SERVICE.

S.S. President McKinley	Sept.
President Jackson	Sept. 25

SAIGON, SINGAPORE SERVICE

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Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Passengers and Freight: Particulars, apply to

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NEW YORK and/or BOSTON
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S.S. SATSUMA	about October 15.

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AGENTS.

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THE STEAMSHIP:

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First Class Accommodation Throughout.

Trans-Pacific Service

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September 15th.	September 30th.	October 20th.

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S.S. ARMANESTAN. To Swatow and Amoy. Sept. 17.
S.S. ARMANESTAN. To Singapore, Batavia, Samarang and Sourabaya. Sept. 23.

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AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

S.S. CITY OF BRISTOL	via Suez Canal	15th Sept.
S.S. CITY OF LINCOLN	via Suez Canal	25th Sept.
S.S. PELEUS	via Suez Canal	5th Oct.
S.S. CITY OF MELBOURNE	via Suez Canal	15th Oct.

Passengers proceed via Suez Canal or Panama Canal at their option.

Subject to change without notice.

For freight and particulars apply to

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HONGKONG & CANTON

REISS & CO.

CANTON

MESSAGERIES MARITIMES

SERVICE CONTRACTUEL.

(Mail service under contract with the French Government.)

Destination	Steamer & Departure	Sailing Date
Shanghai, Kobe and Yokohama	ANGERS 15.00	15th Sept.
	AZAY LE RIDE 15.00	29th Sept.

Manila via Haiphong	AMZONE 11.00	15th Sept.
Singapore	ANGERS 15.00	25th Sept.
Penang, Ceylon	ANGERS 15.00	5th Oct.
Djibouti, Suez and Port Said	AZAY LE RIDE 15.00	19th Oct.
	PORTBUS 20.00	29th Oct.

COMMERCIAL LINE.

Oran, Port Lézarde	LT ST LOUBERTIE	about 20th September
Haarlem, Dunkerque and Antwerp	LT de MISSIONE	mid-November
	MEINAM	1st part November
	COU RAMEL	1st part December

ALSO SERVICE TO BORDEAUX.

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Kowloon Docks

No. 1 Length

700ft.

"Breadth 65ft.

No. 2 Length

371ft.

Breadth 74ft.

No. 3 Length

264ft.

Breadth 49ft. 3in.

No. 1 Slip

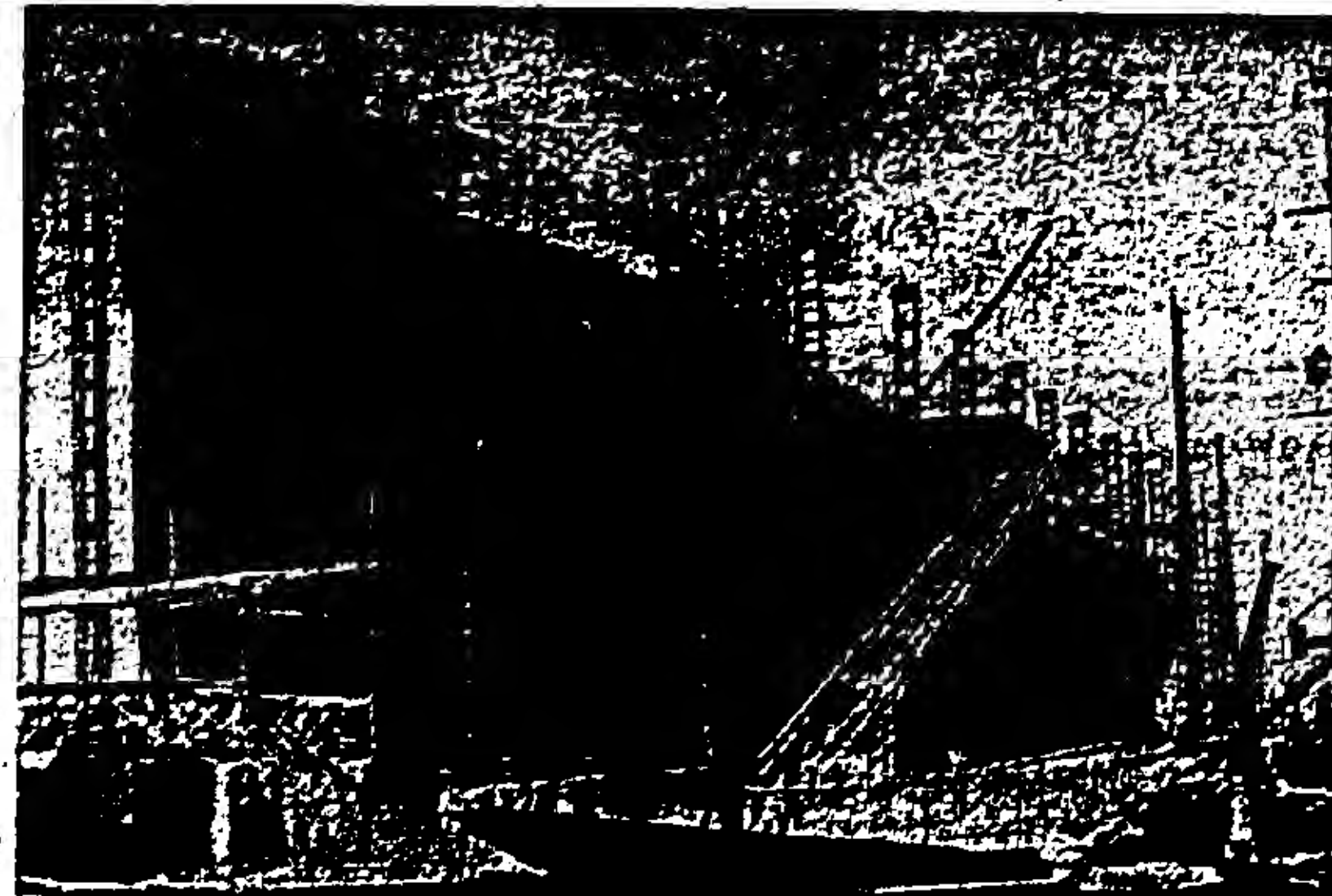
Length 240ft.

Breadth 60ft.

No. 2 Slip

Length 220ft.

Breadth 50ft.



Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager:

MR. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG.

COMMERCIAL NEWS.

CHINESE TEXTILE CO.
The Fu-chang Cotton Spinning and Weaving Mill has been organized in Jukao, Kiangsu, by Mr. Sha Chien-an and others with a capital of \$1,000,000. 15,000 spindles are in operation.

NEW CHINESE ASSOCIATION.
The regulations of the Crepe Satin, Cloth, and Cotton Yarn Merchants' Association, of Tientsin, have been filed in the Ministry of Agriculture and Commerce for registration.

CHINESE FREIGHT REBATES.
The Ministry of Communications has issued instructions to all Railway Administrations allowing a 20 per cent. reduction of freight on domestic manufactures when they are transported by rail.

EMPIRE'S COTTON CROP.
Sir Philip Lloyd-Greaves, in a written Parliamentary reply to Mr. Hannon, says that the most reliable estimates of the world's cotton crop for 1922 at present available indicate that approximately 17 per cent. of the total will be grown in the British Empire, including nearly 16 1/2 per cent. grown in India.

POTATO FLOUR.
The statistics of 1921 showed that Swatow produced and exported 8,295,200 lbs. of sweet potato flour. About 80 per cent. of this was shipped to other parts of China, while the remainder went to Siam, Singapore, and ports of commercial importance in the South Seas where Chinese residents were reported numerous.

PETROLEUM DISCOVERY IN CHIHILI.

In a report to the Governor of the Metropolitan Area, the district magistrate of Fangshan-hsien, Chihli, says that a petroleum well has been discovered in the vicinity of the district under his administration. The Ministry of Agriculture and Commerce has already despatched technical experts to institute investigations on the spot, and ascertain its value.

SHANGHAI-NANKING RAILWAY.

Over 8,750,000 passengers were carried during 1921 on the Shanghai-Nanking Railway, an increase of over 350,000 as compared with the previous year. In addition, 1,327,000 tons of goods were transported over the line. The shortage of rolling stocks was again keenly felt, the new train which was brought into use in the autumn affording only slight relief of the congestion. A train control system similar to those in use on the English railways was established at Shanghai North Station in June and has proved of considerable advantage in the working of trains. The increase of passenger train fares from the 1st January met with no opposition from the travelling public. The Shanghai-Nanking line also had a good year carrying 5,221,400 passengers and 650,220 metric tons of goods. The Shanghai-Soochow-Hangchow launch train reported an increased traffic, carrying 1,084,442 passengers.—Shanghai Trade Report, 1921.

Tai-Kok-Tao

COSMOPOLITAN DOCK

Length 460ft.

Breadth 55ft. 6in.

Aberdeen

HOPE DOCK

Length 435ft.

Breadth 54ft.

LAMONT DOCK

Length 332ft.

Breadth 46ft.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS.
RED SEA, EGYPT, EUROPE, ETC.
PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tonnage	From Hongkong (about)	Destination
SUDAN	10,000	24th Sept.	Suez, Port, Suez & Bay
MACEDONIA	11,000	27th Sept.	Bay, M's, L'bon, A'werp
KALYAN	11,000	11th Oct.	M's, L'bon, A'werp
MANTHA	11,000	24th Oct.	Bay, M's, L'bon, A'werp
DONGOLA	11,000	8th Nov.	M's, L'bon, A'werp

BRITISH INDIA-APCAR SAILINGS (South)

EGRA 11,000 17th Sept. Singapore.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
ARAFURA	14,000	4th Oct.	Manila, Thurs. Island, T'ville, Brisbane, Sydney & Melbourne.

For further information apply to—
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tonnage	From Hongkong (about)	Destination
JAPAN	10,000	22nd Sept.	Japan.
MANTHA	11,000	24th Sept.	Shanghai & Japan.
DONGOLA	11,000	26th Sept.	Shanghai & Japan.
ST. ALBANS	11,000	28th Sept.	Japan.

All rates are subject to alteration without notice.
Wireless on all steamers.
Passenger Messengers not more than eight, 1st, 2nd & 3rd will be received at the Company's office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
S.S. GLENAGLE	23rd September.
S.S. GLENNAVY	25th September.
S.S. GLENAPP	27th October.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. GLENAGLE	24th Sept.	At L'bon, A'werp, H'burg
S.S. GLENARIFFE	26th Oct.	At L'bon, A'werp, H'burg

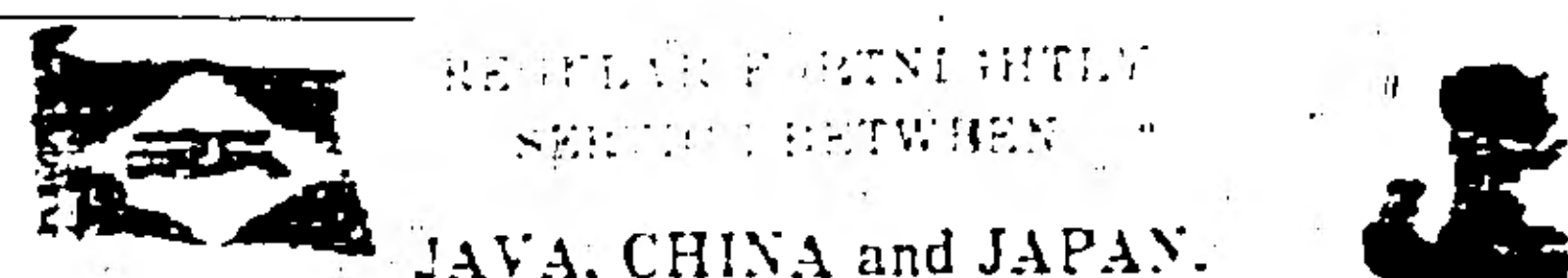
Movements are subject to change without notice.

For freight or further particulars apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD.

Telephone Central No. 315, 316, 317 and 3695.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA and JAPAN.

From	To	Departure	Arrival
Tientsin	Java	14th Sept.	Saloon
Tientsin	Java	14th Sept.	Japan
Tientsin	Java	14th Sept.	Shanghai
Tientsin	Java	14th Sept.	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone Central No. 1574. York Buildings.

PACIFIC MAIL STEAMSHIP CO.

OFFERS

SPECIAL THROUGH

FIRST CLASS RATES

HONGKONG TO EUROPE

via SAN FRANCISCO and NEW YORK

U.S.G. \$620.50

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MINIMUM BERTH TO SAN FRANCISCO

FIRST CLASS RAIL ACCOMMODATIONS

SAN FRANCISCO TO NEW YORK

WITH STOPOVER PRIVILEGES, BERTH AND ACCOMMODATIONS ON ANY ATLANTIC OCEAN STEAMER

VALUED AT U.S.G. \$205.00

BUT DOES NOT INCLUDE BERTH AND MEALS ACROSS AMERICAN CONTINENT.

FOR FULL INFORMATION see

PACIFIC MAIL STEAMSHIP CO.

Managing Agents.

UNITED STATES SHIPPING BOARD.

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Cable Address "SOLANO" Canton Agents, REISS & CO.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.

Through Bills of Lading issued to all Overland Common Ports in U.S.A. & Canada.

IYO MARU ... (Calling Keelung) Sat. 16th Sept. at 11 a.m.

SHIDZUKA MARU ... Saturday, 30th Sept. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

ATSUTA MARU ... Friday, 15th Sept. at 11 a.m.

KASHIMA MARU ... Friday, 29th Sept. at 11 a.m.

YAMBURO via LONDON, ROTTERDAM.

MATSUMOTO MARU ... Tuesday, 25th September.

LIVERPOOL & GLASGOW via MARSEILLES.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU ... Tuesday, 19th Sept. at 11 a.m.

YOSINO MARU ... Tuesday, 17th Oct. at 11 a.m.

NEW YORK VIA PANAMA.

LYONS MARU ... Thursday, 14th September.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape

KANAGAWA MARU ... Tuesday, 3rd October.

YOMBAY via Singapore, Penang & Colombo.

SANUKI MARU ... Monday, 25th September.

CALCUTTA via Singapore, Penang & Rangoon.

HARODATE MARU ... Wednesday, 20th Sept.

SAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 14th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... (Omitting Shanghai) Monday, 19th Sept.

YAMAGATA MARU ... Monday, 19th Sept.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON

LLOYD TRIESTINO.

Taking cargo on Through Bills of Lading for Levant, Black Sea and Danube Ports.

PIUMI having been re-opened for trading, cargo is also accepted for this port on Through Bills of Lading.

FOR SHANGHAI.

S.S. "TRIESTE" ... Sailing on or about 1st October.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing on or about 24th September.

S.S. "TRIESTE" ... Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI" ... Sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1035.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	30th Sept.	4th Oct.
CHANGSHA	15th Oct.	20th Oct.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Tokio" ... 20th Oct. ... S'hai, Kobe & Yokohama.

HOMEWARDS.

"City of Yokohama" ... 30th Sept. ... L'bon, A'werp, H'burg & Leith.

PASSENGER SERVICE.

"City of Paris" ... Mid. Dec. ... Marseilles & London.

"City of York" ... Beg. Feb. ...

"City of Simla" ... Mid. March. ...

"City of Peona" ... Mid. April. ...

Subject to change without notice.

For further particulars apply to

REISS & CO.

CANTON.

THE BANK LINE, LTD.

(Tel. Central 60).

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
YCHWANG & Antung	Waishang	Fri. 15th Sept. at noon.
MANILA	Loongsang	Fri. 15th Sept. at 3 p.m.
TTAO via S'hai & S'hai Tingsang		Sun. 17th Sept. at noon.
TTAO via S'hai & S'hai Fookshing		Tues. 19th Sept. at noon.
BANGKOK via S'hai Chaksang		Tues. 19th Sept. at noon.
TTAO via S'hai Hopsang		Thurs. 21st Sept. at noon.
SANDAKAN	Mausang	Fri. 22nd Sept. at 2 p.m.
STRAITS & Calcutta	Fooksang	Mon. 25th Sept. at 3 p.m.
BANGKOK via Swatow Drular		Tues. 26th Sept. at noon.
HAIPHONG via Hoihow Mingsang		Wed. 27th Sept. at 8 a.m.
STRAITS & Calcutta	Kutsang	Sat. 30th Sept. at 3 p.m.
KOBE	Lalsang	Thurs. 5th Oct. at noon.
KOBE	Namsang	Tues. 10th Oct. at noon.
KOBE	Hosang	Sun. 15th Oct. at 11 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

IENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo. BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Monday, 25th Sept. at 1 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
W'WEL, C'FOO & N'chwang Hangchow		15th Sept. at 6 p.m.
AMOV, M'LA, C'EL, T'LO Tean		15th Sept. at 6 p.m.
SHANGHAI & TSINGTAO	Sinkiang	15th Sept. at 4 p.m.
W'WEL, C'FOO & T'ISIN Huichow		15th Sept. at 4 p.m.
SWATOW & SINGAPORE	Kwangtung	15th Sept. at 4 p.m.
SHANGHAI & SINGAPORE	Suiyang	15th Sept. at 4 p.m.
SWATOW & BANGKOK	Kalzan	15th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	15th Sept. at 4 p.m.
THOW, PHOI, H'PHONG	Kaifong	22nd Sept. at 7 a.m.

SHANGHAI LINE.—PASSENGERS, MATES AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kot via S'hai.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(John Swire & Sons, Ltd.)

Telephone Central No. 35.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns;

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haiphong ... W. C. Parmore ... FRI. 15th Sept. at 1 p.m.

Haifong ... W. S. Turnbull ... TUES. 19th Sept. at 1 p.m.

Haifong ... J. S. Thomson ... FRI. 22nd Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. SAMARANG MARU Sailing on or about 23rd Sept.

For Moji, Kobe & Yokohama.

S.S. CHERIBON MARU Sailing on or about 23rd Sept.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. Central No. 2206.

Second Floor, Prince's Building.

SHIPPING NEWS.

STATE SHIPYARD FOR SALE.

The Minister of Public Works states that the New South Wales Government was willing to consider a good offer for the purchase of the Walsh Island Shipyards. Meanwhile there would be considerable reduction in personnel.

THE UPPER YANGTZE.

An Ichang message of the 3rd inst. states: The steamer Fuh-wa, which was badly fired on during her maiden trip, reports that the river was quiet on her second trip and that she was not fired on. The Fook-yuen, loaded with salt at Chungking, was attacked by a crowd estimated at 400 junkmen and her upper works badly damaged. The steamer is unable to sail from Chungking for the present.

THE ADMIRAL LINE.

Larger passenger lists are the rule on the Admiral Line's 533-foot boats operating between Seattle and the Orient. The President Jackson, arriving August 15, steamed from Yokohama in a little better than ten days. Inbound she brought 4,000 tons of cargo including 2,300 bales and cases of raw silk. Her list of passengers was one of the most distinguished brought to this port since the new service was inaugurated. The sister ship, the President McKinley, sailed for the Orient August 19 with 260 passengers, capacity cargo of 9,000 measurement tons and 3,000 sacks of mail. The speedy trans-Pacific service on these big government boats operated by the Admiral Line is attracting capacity westbound cargoes.

THE RYOKAI MARU.

All hope of saving the M.B.K. Ryokai Maru, stranded on the Panamanian Reef, was abandoned by officers of the Steamship Company when word was received that the U.S. Navy destroyer Whipple which rushed to her assistance was unable to get near enough to her to get a tow line aboard. The Ryokai Maru ex-Oriental, belongs to the Yamamoto Kisen Shokai and was built at Newcastle, England, for Messrs. Furness Withy in 1911. She was sold this year to T. Yamamoto of Osaka, Japan, who had her renamed and her registry changed to Dairen. The Ryokai Maru is of 4,253 tons gross, 2,732 tons net and her deadweight cargo capacity is 7,000 tons. She is 380 feet long; her beam is 50 feet and she carries a crew of 45. The ship was chartered for one trip only by the M.B.K. TYHOON THREATENS SHANGHAI WHARVES.

Although Shanghai was out of all danger from the typhoon by Friday at noon, a gust of wind on the Huangpu on Saturday morning all but caused a serious accident at the N. Y. K. Wharf. The N. Y. K. s. Oni Maru, from Japan, had just turned about preparatory to docking. When she was lying head down stream parallel with the pontoons a sudden blast forced her into them. Gangways connecting the pontoons with the wharf washed amongst the crowd of coolies on shore. One gangway fell into the water, while several ladders connecting the pier with the wharfside were damaged. One was injured on shore, chiefly owing to the circumstance of the wharf gates having been shut a few minutes before the ship's arrival. No casualties occurred on the wharf as those waiting for the ship had warning of the approach of the gangways. Damage is reported to be slight. —N. C. Daily News, Sept. 5.

IS WIRELESS A FAULT?

A correspondent writes to a Home paper:—The recent disaster to the Egypt brings to mind the fact that excellent as wireless is, it does not appear to be able to prevent collisions at sea, with consequent loss of life. It would appear that there is room for some apparatus which would cause signals to be made by means of sound to enable the various shipmasters to denote the course being steered. This being so, I should esteem it a favour if you would allow it to be known through your columns that there is such a contrivance in existence, waiting to be placed on the market, which makes it possible for any one of the 32 points of the compass to be signalled by a pre-arranged code. This apparatus does not require the services of a specially-trained "watcher" to pick up messages, and, moreover, it cannot "jam," the same as wireless, when there are a number of ships sending out signals. Another point is in its favour, and that is, that an ordinary seaman can set it in motion, and once set, it goes on repeating the signal until stopped or changed. Should any of your readers be in any way interested I shall be pleased to give as full information as possible, by appointment.

NOTICE.

"CAPSTAN"

VIRGINIA
CIGARETTESSELECTED & BLENDED BY
EXPERTS FROM THE FINEST
VIRGINIA LEAF

Smokers of
"CAPSTAN" CIGARETTES
are always sure of a cool and
pleasant smoke with an
excellent flavour

The CIGARETTE for
the CONNOISSEUR

OBTAINABLE FROM ALL HIGH-CLASS
TOBACCONISTS
Packets of 10 Tins of 50



This advertisement is issued by R. H. American Tobacco Co. (China) Ltd.

PASSENGERS ARRIVED.

Per s.s. YOSHINO MARU
from London, etc.—Mr. & Mrs.
H. C. Ashe, Miss M. E. F.
Ferguson, Mrs. Lee Ar Nyi, Mr.
W. Shearman, Mr. & Mrs. G. E.
Tucker, Mr. & Mrs. Weitzer, Mrs.
G. D. McIlraith, Mrs. S. B.
Winslow, Mr. J. F. Swinkels,
Major D. L. Harding, Mr. R. A.
North, Mr. G. S. Archbutt, Mr. S.
Suzuka, Mr. S. J. D. Stutley, Sir
William & Lady Brunyate, Miss
E. V. Dodd, Mr. & Mrs. W. H.
T. Davis, Mr. C. T. Davis, Mr. &
Mrs. Goldsmith, Mr. F. S. Ram-
plin, Mrs. F. H. Blackland, Mr. &
Mrs. G. E. Whiting, Mr. & Mrs.
James Noble, Miss M. A. Noble,
Miss D. L. Noble, Miss Ada Ray,
Mr. L. M. Simonson, Mr. Paul
Palamontain, Rev. & Mrs. S. H.
T. Stonelake, Mrs. Wong Ping
Chiu, Mr. Kwong Ta.

OLD CHINESE CANNON.

A number of leaden balls, some
of them apparently designed as
cannon shot, others as the pro-
jectile of a very old-fashioned
musket, were recently discovered
at Pootung during excavations
carried out on property belonging
to the Shanghai Dock & Engin-
eering Co. A considerable quantity
of these relics were recovered,
varying from about one-third of
an inch to almost two inches in
diameter, and judging by the
state of corrosion in which they
were found it is believed that
they must have been in the river
for a few centuries. The find is
of particular interest because of
the fact that the balls are made
of lead. A similar class of shot
was found by foreigners when the
war junks in the Woosung
Creek were burned by the rebels
in 1913, but in that case they
were made of iron. Presumably
the leaden balls just dug up at
Pootung constitute the shot used
while Chinese ordinance was
operated along entirely different
lines, and the find should be of
great value to antiquarians.

EXCHANGE.

Opening Rate Closing Rate
on Par 100

SELLING

100 Hong Kong 263 1/2

100 Shanghai 261 1/2

100 Canton 257

100 Hong Kong 263 1/2

100 Shanghai 261 1/2

100 Canton 257

100 Hong Kong 263 1/2

100 Shanghai 261 1/2

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WEATHER REPORT.

Sept. 14, 11h. 37m.—Pressure
has decreased considerably at
Viadostock and increased
slightly from Pootung to I do-
China. It has decreased slightly
over S.W. China, the Loochoos
and S. Luzon.

An anticyclone is central to the
north of Tokyo and a trough of
low pressure extends from Indo-
China to the east of Luzon. A
typhoon may be forming in its
eastern extremity.

Moderate N.E. monsoon may
be expected along the S.E. coast
of China.

Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
0.22 inch. Total since January
1st, 59.24 inches, against an
average of 70.66 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District Forecast.

1 Formosa Channel;
2 South coast of
China between
H.K. & Lamook; N.E. winds,
3 Hongkong to moderate;
4 Gap Rock; fair.

5 South coast of
China between
H.K. & Hainan.

6 I. F. CLAXTON, Director,
H. K. Observatory, Sept. 14, 1922

METEOROLOGICAL

Previous Day on date.

at 2 p.m. 6 a.m. 2 p.m.

Sarometer 29.72 29.75 29.70

Temperature 85 78 88

Humidity 75 90 65

Wind Direction SE NE SW

Wind Force 3 1 1

Weather b c o

Hain 0.02 0.00 0.22

Highest open air

Temperature on the 13th 87

Lowest open air

Temperature on the 14th 77

T. F. CLAXTON, Director.

H. K. Observatory, Sept. 14.

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG:

Hongkong Hotel, Peak Hotel,
Repulse Bay Hotel.

SHANGHAI:

Astor House Hotel, Palace Hotel,
Grand Hotel Kales.

PEKING:

Grand Hotel des Wagon Lits.

The Hongkong Hotel Co., Ltd.

In conjunction with

The Shanghai Hotels, Ltd.

and

The Grand Hotel des Wagon Lits.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. Central 373.

Telegraphic Address: "VICTORIA"

J. WITCHELL,

Manager.

THE EUROPE HOTEL.

SINGAPORE.

DANCING AFTER DINNER

EVERY

MONDAY, WEDNESDAY and SATURDAY.

TEA DANCES

TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of

Mr. F. R. Martens.

Telephones in every Room.

Telegraphic Address: "EUROPE, SINGAPORE."

Telephone No. 2740 (9 lines).

THE EUROPE HOTEL, LTD.

ARTHUR K. O'DELL, Manager.

KINGSLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 3 Tel. Add. "Palace"

Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong

A first class Hotel in every respect and under English management.

Chester and personal supervision of the Proprietor.

Location: Park and Garden Room.

Terms Moderate.

Special arrangements for families on application to

J. H. OXBERRY,

Proprietor.



SOLE AGENT.

mitsui BUSSAN KAISHA, LTD.,

HONGKONG

RIVER LEVELS.

As a guide to shipmasters and others interested in the water
levels of the river we have been requested by the Board of Con-
servancy Works of Kwangtung to publish the following table of
water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded	Lowest W. L. ever recorded	1922	
			Sept. 11	Sept. 12
Wuchow, West River	-9.50	-2.42	38.60	-
Kongmoon, "	-14.70	-0.80	9.60	8.30
Linkongchow, North "	-57.00	0	12.50	12.00
Samsui, "	-27.25	-5.00	15.50	14.00
Shengkung, East "	-15.15	-0.98	8.70	8.20

* Falling.

TIDE TABLE.

14th to 20th, Sept. 1922.

Day	High Water Mean Time	Low Water Mean Time
Thurs. 14	1 44 6 2	9 18 1 18
Fri. 15	3 39 4 4	10 54 2 5
Sat. 16	5 46 4 4	12 54 4 1
Sun. 17	8 12 4 5	1 58 4 2
Mon. 18	10 18 4 8	3 04 4 5
Tues. 19	12 44 4 5	4 19 5 2
Wed. 20	2 14 4 4	5 28 5 10
Thurs. 21	4 16 4 7	6 34 5 1

m. morning a. afternoon

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

Time	From	To
7.00 a.m.	Peak	Wong's Bay
7.30 a.m.	Peak	Wong's Bay
8.00 a.m.	Peak	Wong's Bay
8.30 a.m.	Peak	Wong's Bay
9.00 a.m.	Peak	Wong's Bay
9.30 a.m.	Peak	Wong's Bay
10.00 a.m.	Peak	Wong's Bay
10.30 a.m.	Peak	Wong's Bay
11.00 a.m.	Peak	Wong's Bay
11.30 a.m.	Peak	Wong's Bay
12.00 p.m.	Peak	Wong's Bay
12.30 p.m.	Peak	Wong's Bay
1.00 p.m.	Peak	Wong's Bay
1.30 p.m.	Peak	Wong's Bay
2.00 p.m.	Peak	Wong's Bay
2.30 p.m.	Peak	Wong's Bay
3.00 p.m.	Peak	Wong's Bay
3.30 p.m.	Peak	Wong's Bay
4.00 p.m.	Peak	Wong's Bay
4.30 p.m.	Peak	Wong's Bay
5.00 p.m.	Peak	Wong's Bay
5.30 p.m.	Peak	Wong's Bay
6.00 p.m.	Peak	Wong's Bay
6.30 p.m.	Peak	Wong's Bay
7.00 p.m.	Peak	Wong's Bay

NIGHT CARS.

Time	From	To
8.00 p.m.	Peak	Wong's Bay
8.30 p.m.	Peak	Wong's Bay
9.00 p.m.	Peak	Wong's Bay
9.30 p.m.	Peak	Wong's Bay
10.00 p.m.	Peak	Wong's Bay
10.30 p.m.	Peak	Wong's Bay
11.00 p.m.	Peak	Wong's Bay
11.30 p.m.	Peak	Wong's Bay
12.00 a.m.	Peak	Wong's Bay
12.30 a.m.	Peak	Wong's Bay
1.00 a.m.	Peak	Wong's Bay
1.30 a.m.	Peak	Wong's Bay
2.00 a.m.	Peak	Wong's Bay
2.30 a.m.	Peak	Wong's Bay
3.00 a.m.	Peak	Wong's Bay
3.30 a.m.	Peak	Wong's Bay
4.00 a.m.	Peak	Wong's Bay
4.30 a.m.	Peak	Wong's Bay
5.00 a.m.	Peak	Wong's Bay
5.30 a.m.	Peak	Wong's Bay
6.00 a.m.	Peak	Wong's Bay
6.30 a.m.	Peak	Wong's Bay
7.00 a.m.	Peak	Wong's Bay

SATURDAYS.

Time	From	To
7.00 a.m.	Peak	Wong's Bay
7.30 a.m.	Peak	Wong's Bay
8.00 a.m.	Peak	Wong's Bay
8.30 a.m.	Peak	Wong's Bay
9.00 a.m.	Peak	Wong's Bay
9.30 a.m.	Peak	Wong's Bay
10.00 a.m.	Peak	Wong's Bay
10.30 a.m.	Peak	Wong's Bay
11.00 a.m.	Peak	Wong's Bay
11.30 a.m.	Peak	Wong's Bay
12.00 p.m.	Peak	Wong's Bay
12.30 p.m.	Peak	Wong's Bay
1.00 p.m.	Peak	Wong's Bay
1.30 p.m.	Peak	Wong's Bay
2.00 p.m.	Peak	Wong's Bay
2.30 p.m.	Peak	Wong's Bay
3.00 p.m.	Peak	Wong's Bay
3.30 p.m.	Peak	Wong's Bay
4.00 p.m.	Peak	Wong's Bay
4.30 p.m.	Peak	Wong's Bay
5.00 p.m.	Peak	Wong's Bay
5.30 p.m.	Peak	Wong's Bay
6.00 p.m.	Peak	Wong's Bay
6.30 p.m.	Peak	Wong's Bay
7.00 p.m.	Peak	Wong's Bay

SUNDAYS.

Time	From	To
7.00 a.m.	Peak	Wong's Bay
7.30 a.m.	Peak	Wong's Bay
8.00 a.m.	Peak	Wong's Bay
8.30 a.m.	Peak	Wong's Bay
9.00 a.m.	Peak	Wong's Bay